CYCLE NEWS®

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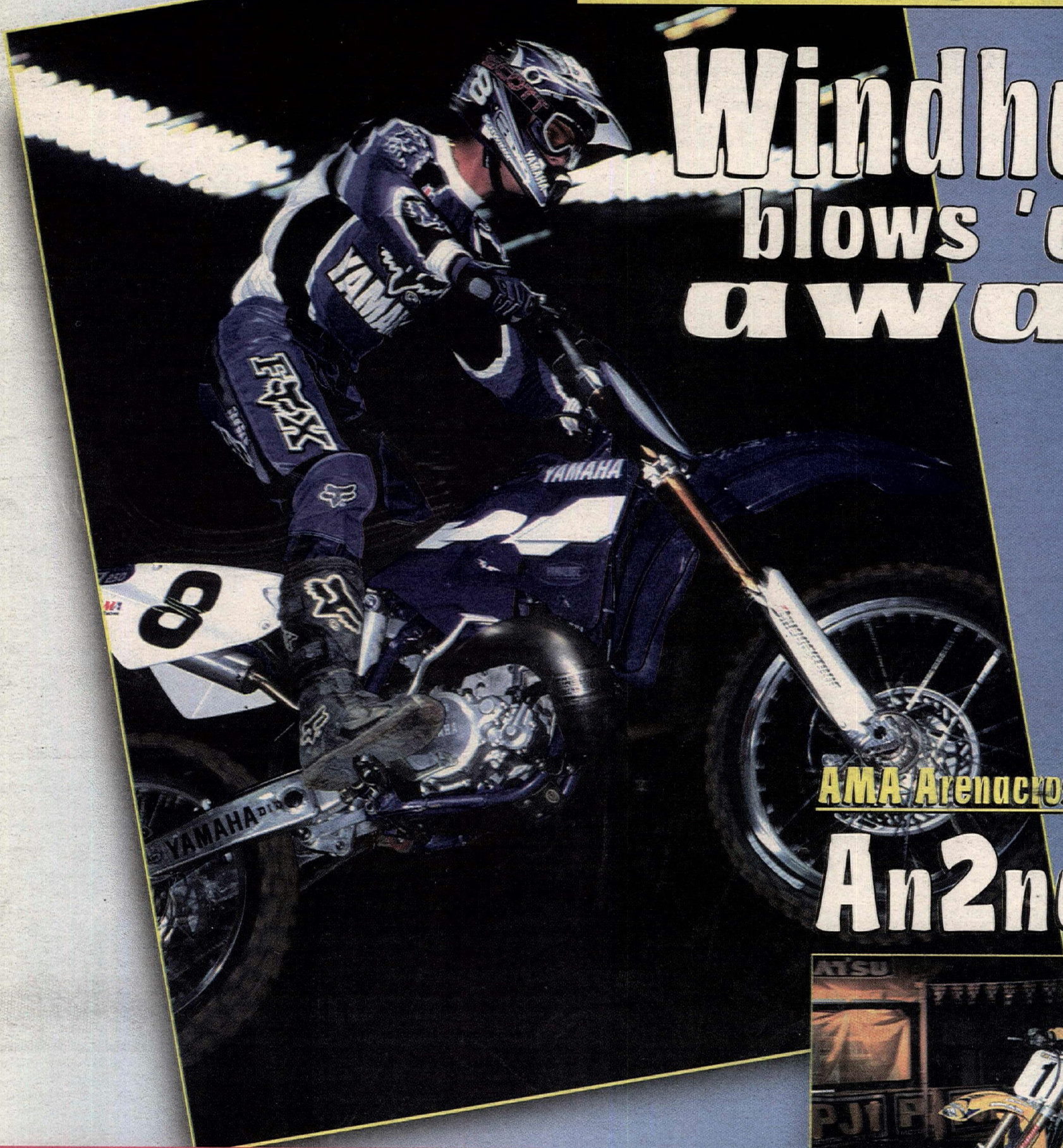
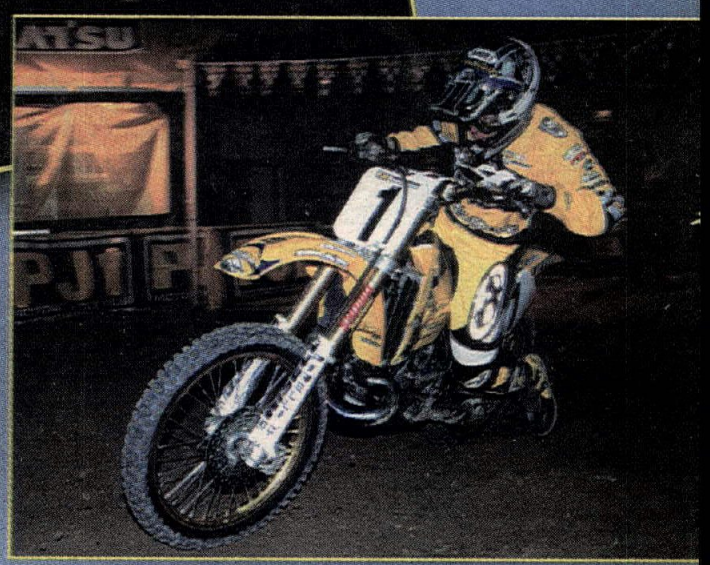
St. Louis Supercross

Windham blows 'em away



AMA Arenacross Finale

An2nez!



TIME DATED MATERIAL MAILED MARCH 31, 1998

TIME DATED WEEKLY NEWS

In rainy conditions, Belgian **Stefan Everts** (Hon) won the opening round of the FIM World Championship 250cc MX Series in Talavera, Spain, on March 29. Everts went 1-2, losing the first moto to **Pit Beirer** (Hon) of Germany. Beirer suffered a pair of falls in the second moto before retiring to the pits. Second overall went to Los Angeles Supercross winner **Sebastien Tortelli** (Kaw) of France. Tortelli went 3-2, while American **Tallon Vohland** (Yam) went 7-3 for third place. Rounding out the top five overall were Beirer and **Justin Morris** (Hon) of Great Britain.

Defending champion **Doug Lampkin** (Bet) started his World Championship Observed Trials season off right by topping both days at the season-opening round in Madrid, Spain, March 28-29. On day one, Lampkin beat **Marc Colomer** (Mon) and **Amos Bilbao** (G-G). On the second day, **Takahisa Fujinami** (Hon), who had finished eighth the prior day, climbed to second, just ahead of Colomer.

Defending champ **Mike Lafferty** (KTM) scored the overall win in round two of the AMA/Acerbis National Enduro Series in Belleplain, New Jersey, on March 29. Finishing second was New Jersey's own **Fred Hoess** (Suz), while **Kevin Bennett** (Hon), **Rich Lafferty** (KTM) and **Bill Adkinson** (KTM) rounded out the top five. The win put Lafferty at the head of the series leaderboard, followed by seventh-place finisher in New Jersey **Matt Stavish** (Hon) and opening-round winner Ty Davis.

Chris Walker (Kaw) and **Niall Mackenzie** (Yam) split wins in the opening round of the British Superbike Championship at Brands Hatch on March 29. Walker topped **Sean Emmett** (Duc) and **James Haydon** (Suz) in winning the first race while Mackenzie was able to hold off **Steve Hislop** (Yam) and Walker to win the second leg.

Scott Plessinger (KTM) won the final round of the AMA Pirelli/Moose Mid-South Winter Hare Scrambles Series, held in Dickson, Tennessee, on March 29, 1998. **Mike Sampson** (TM) finished second overall, followed by **Duane Connor** (G-G), **John Machino** (TM) and **Blair Bersano** (Kaw).

With the World Championship Road Race Series scheduled to open its season on April 5 with the Japanese Grand Prix at Suzuka, two teams have announced that replacement riders will be used because of injuries to their regular riders. The first to be replaced was Yamaha Team Rainey's **Jean-Michel Bayle**, who continues to battle with the concussion he suffered during preseason testing in Malaysia in February. The Frenchman is reportedly having problems with balance and he may not return to action until the third round of the series in Spain on May 3. Bayle will be replaced at Suzuka by veteran Yamaha test rider **Kyoji Namba**. "I think it's the best decision," team owner Wayne Rainey said. "Jean-Michel is doing very well now. He's had many tests and all of them have been okay, but I think it should help him knowing that he doesn't have to hurry back. He's now working on his fitness again so that he'll be in better shape mentally and physically when he comes back. We're not sure if he'll do Malaysia (round two on April 19), but after that we'll now test at Albacete (Spain) on April 27 on our way to Jerez, and that should give him much-needed time on the bike before he gets going in Europe." The second rider to be replaced is Team Suzuki's **Katsuaki Fujiwara**, who has also been withdrawn from Suzuka because of injury. Fellow Japanese racer **Keiichi Kitagawa** will replace Fujiwara, who suffered ankle injuries in a preseason crash at Eastern Creek in Australia. Kitigawa is a regular in the All-Japan Superbike Series.

Four-time 250cc World Champion **Max Biaggi** showed he has every intention of being a factor in his rookie season of 500cc Grand Prix racing by leading the way in the final preseason test at the Suzuka Circuit in Japan, March 23-25. Marlboro Honda's Biaggi lapped at 2:06.999 on the third day of the test, bettering the times turned in by the rest of the 500cc field. Second quickest at Suzuka was **Kyoji Namba**, the man who will replace the injured Jean-Michel Bayle at Suzuka. Namba lapped at 2:07.162 on the 1998 Yamaha YZR500 with wildcard Yamaha entry **Noriyuki Haga** third fastest at 2:07.328. Repsol Honda's **Tadayuki Okada** and four-time 500cc World Champion **Mick Doohan** were fourth and fifth with times of 2:07.338 and 2:07.757, respectively. Team Yamaha Rainey's **Norifumi Abe**, Team Suzuki's **Nobuatsu Aoki**, MoviStar Honda's **John Kocinski**, Honda NSR500-mounted **Alex Barros** and Repsol Honda's **Alex Criville** rounded out the top 10. The second American in the lineup, Californian **Matt Wait**, carded the 22nd-quickest time at 2:10.611 on his Honda V-twin. The fastest of the 250cc riders was nondefending 125cc World Champion **Valentino Rossi**, with the Italian lapping at 2:08.804.

Australian World Superbike racer **Peter Goddard** was philosophical about his up-and-down first race with the Suzuki World Superbike team after staging a promising buildup when he grabbed the first provisional pole. Goddard was bumped back to seventh grid position in the new Superpole qualifying method and then crashed while second in the first leg. "The wind blew me off line a bit into the MG hairpin, right to where a big bump is," Goddard explained to *Cycle News* contributor Darryl Flack. "It's the most important one to miss and I hit it and the front end went away. I looked at the telemetry later and the forks almost bottomed out." Fighting for position with Japanese sensation Noriyuki Haga at the time of his spill, Goddard reserved his judgment about the Yamaha rider's chances in 1998. "He's certainly aggressive and doesn't mind sticking it in, and he's got good bike control - he's the new wild child, I suppose," Goddard said. "We'll see how he goes at the European tracks and I understand that he will be commuting from Japan for each race, so that will probably count against him." In the second leg, Goddard led home Kawasaki's Akira Yanagawa by just .015 of a second, and counts himself lucky to have clinched fourth place. "The engine wasn't quite on song after the crash in the first race - it must have sucked in some dirt."

Former two-time 500cc World Champion **Barry Sheene** is one of many to sing Goddard's praises in lifting the Suzuki GSXR750 from also-ran to serious contender. A longtime advocate for the Australian to play some role in Suzuki's World Superbike effort, Sheene had further words for the Harris-run team: "Peter's doing a great job and I think a lot of the credit can go to him for making the bike so competitive this year. Quite frankly, Suzuki should've got Troy Bayliss as second rider to Goddard because, with all due respect, Jamie Whitham's just not doing it."

While Carl Fogarty was lucky to have made it to the line in the first World Superbike race of the year at Phillip Island, **Troy Corser** was equally fortunate to finish second to the Brit, and not just because of the bruised left foot he sustained in testing on Wednesday. "My foot was pretty bruised and I'd thought I may have had trouble shifting through the race, but the biggest concern we had was fuel consumption," Corser explained. "The team thought it would be real touch-and-go, but we made it." The 22-lap race around the picturesque Australian circuit was 60 miles.

Kawasaki Racing Team rider **Neil Hodgson** had a weekend to forget in Australia, after starting from 14th despite equaling Peter Goddard in running the fastest trap time. The 23-year-old then stalled his bike on the grid just seconds before the start of the first race and was lucky to restart the engine after Kawasaki team members gave him a push, against the wishes of the starter. Claiming the windy and hot conditions were the worst he'd ever raced in, Hodgson finished a disappointing eighth after fending off a remounted Aaron Slight. Returning in the second leg, Hodgson claimed he was T-boned in turn four on lap five and retired on lap six when his engine appeared flat. "Maybe it had something to do with the crash, I don't know," Hodgson said afterward. "I don't know what it is with Phillip Island but I never seem to have any luck here. I really like the track, but looking at the results, it's been a complete waste of time. I shouldn't have bothered coming, really." Runner-up in the "I don't wanna be here" stakes at Phillip Island was **Scott Russell**, who told one television network, "I wanna go home!" following his miserable results.

North American Sport Bike (NASB) president Roger Edmondson announced on March 30 that he now has a confirmed NASB schedule. The series, which began at Daytona International Speedway in March, will consist of seven rounds. The second round of the series will be held May 8-10 at Road Atlanta in Braselton, Georgia, before heading to round three at Buttonwillow Raceway in Buttonwillow, California, July 3-5. Round four is scheduled for Heartland Park in Topeka, Kansas, August 14-16, with another round to be held at Road Atlanta, August 28-30. The final two rounds will be held in Florida, with round six being held at Metro-Dade Motorsports Complex in Homestead and the final round scheduled for Daytona, October 21-25. "Our goal at NASB is to expand the sport of road racing to a new audience and part of that strategy is to bring the sport into new markets," Edmondson said. "We had hoped to have a race at Watkins Glen in May of this year, but after meeting with track officials, we have agreed to postpone the event until 1999 - to give us more time to develop a proper marketing effort. We are pleased that we have three new markets for the sport on the schedule. We bring Central California its first Pro race at Buttonwillow in July. Fans in the central time zone will have a race at Topeka in August and Pro racing will return to South Florida when we visit Homestead in September."

Dirt tracker-turned-road racer **Chris Carr** has turned dirt tracker again, full time. The 1992 AMA Grand National Champion has decided to terminate his AMA National road racing deal with Earl Small and concentrate on running the remainder of the AMA Grand National Championship Series schedule. "The deal with Earl Small was that he gave me the bikes and the parts and the transporter, and I had to come up with the funds to keep it going," Carr said. "I just came up short, and I was losing as much money road racing as I would have made dirt tracking." Carr will reenter the dirt track arena with mechanic

West Coast Flat Track Series to debut

Former Grand National Champions Gene Romero and Chris Carr are teaming up in the hope of restoring grass-roots and professional dirt track racing on the West Coast with the announcment of their West Coast Flat Track Series.

The series, which is the brainchild of 1970 AMA Grand National Champion Romero, will include four AMA-sanctioned Pro-Am events at three California dirt tracks. Carr will promote the opening round of the series, which is scheduled to run on May 9 at the Lodi Cycle Bowl in Lodi, California. The series then moves to Southern California, with a stop at the Perris Auto Speedway half mile in Perris, California, on June 6, followed by dates at Bakersfield Speedway in Bakersfield, California, on July 18 and August 22.

Three classes - 600cc Expert, 600cc Pro Sport and 883cc - will carry a minimum $3000 purse, with the possibility of additional support classes being added.

"We are going to deliver AMA Pro-Am racing in areas where we have a great base of racing enthusiasts, but where there are not nearly as many races as there were when I was coming through the ranks," Romero said. "The Perris and Bakersfield half miles should make for great high-speed action, and we're really glad to have Chris Carr's short track at Lodi on the schedule as well."

Both Carr and Romero hope that the series will attract enough participation and attention to allow it to expand and develop into a premier series that will serve as a launching pad for future Grand National champions and contenders.

"There's no greater sport than dirt track racing," Carr said. "This type of grass-roots program brings great racing to the fans and gives young riders a chance to develop."

For more information, write Gene Romero Promotions, 879 E. Cameron Ct., Brea, CA 92681, or call 714/529-6054 or 209/544-1027. Send e-mail inquiries to GRomero333@aol.com. CN

Kenny Tolbert spinning the wrenches. Harley-Davidson of Sacramento is slated to be the title sponsor.

James E. Grant of Burbank, California, was the first person to provide the correct answers for our "In The Wind" photo-trivia contest (Issue #12, April 1). Grant correctly put together that the "rider" was none other than Bill Werner, the place was Daytona Municipal Stadium, and that Werner was helping his rider Scott Parker test a new Dunlop DOT tire. But there was more to it than that, as Werner, a former Expert dirt tracker who had at one time earned enough points for a National number before giving up riding to take a job with Harley-Davidson, explains. "Scott was riding the bike, and he came back and told me that it was making a funny noise," Werner said. "I couldn't hear it while he was sitting there, and I couldn't hear it while he was going around the track, so he came in and handed me his helmet and said, 'Here, you ride it, then.' That's when the guy snapped the photo, but the running joke is that I taught Scott Parker how to go slow enough to win the Daytona Short Track." Werner occasionally tests Parker's equipment by idling it around the grounds at Harley-Davidson's Juneau Avenue headquarters in Milwaukee, but the Daytona ride was his first on a real race track in seven years.

Dirt trackers, relax. Contrary to persistent rumors, **Goodyear** is not planning to cease production of the Goodyear Eagle DTII dirt track tire anytime in the immediate or distant future. In fact, the longtime supplier of dirt track rubber is reportedly in the process of manufacturing new molds and has plans to formulate new compounds to meet the needs of Project 2000.

Bridgestone, in association with Vegas Power Sports, will be on hand at the 27th annual NMA World Mini Grand Prix in Las Vegas, Nevada, to provide service and technical assistance to all participants. For more information, visit the Bridgestone Tire semi-trailer service vehicle in the pits at the event.

At the recent 54th annual **TrailBlazers** banquet, four men were inducted into the TrailBlazers' Hall of Fame: **Ben Campanale**, **Del Kuhn**, **Ken Maely** and **Tim Witham**, who was inducted posthumously. Campanale was honored for winning the 1938 and 1939 Daytona 200s; Kuhn had racked up many off-road victories several decades ago; Maely is the well-known fabricator of steel shoes; Witham was a noted Triumph tuner.

The **Starwest Supercross Park** in Perris, California, will resume racing for the 1998 season on April 25th. Practice is at 5 p.m. and the racing starts at 6 p.m. For more information, call 909/657-6782.

The **Northwest PJ1 Arenacross Championships** will take place April 3-4, in Portland, Oregon's Memorial Coliseum. Tickets are available at any Oregon Ticketmaster outlet or at Bob Lanphere's Beaverton Honda and Motorcycle Shop. For more information, contact Reida York at 913/384-8930 or Lance Bryson at 817/246-7424.

TravelCraft is taking a limited number of people to Assen and Donington Park for the Dutch and British Grands Prix, which will run on consecutive weekends. The two-week trip has flexible travel dates, beginning in late June and running through the July 4 weekend. For more information, call 800/241-1223 or visit the TravelCraft home page on the World Wide Web at http://www.travelcraft.com.

Rod Lake will be holding a two-day flat-track reunion at the Lodi Cycle Bowl in Lodi, California, October 3-4. The event is open to all racers and fans. For more information, call Donna Hall at 209/823-7114.

The founder and promoter of America's largest motorcycle rally and an award-winning television motorsports commentator will be among the featured speakers at the inaugural AMA Events Promotion Convention in Columbus, Ohio, October 3-5. Americade founder **Bill Dutcher** will open the event with an address and he'll be joined by commentator **Dave Despain**.

Vintage racers seeking **Avon racing tires** may now purchase them through WERA Vintage Inc. For more information, call 407/831-4331.

Team Roberts clothing is now available, featuring three-time World Champion Kenny Roberts' famous eagle logo. The sweatshirts, golf shirts, T-shirts, caps and die-cut stickers are available exclusively through the Team Roberts home page on the World Wide Web at www.robertsgroup.com.

Five-time Pikes Peak winner **Scott Dunlavey** will ride a Honda XR628R in the inaugural Gold Rush Invitational Hillclimb on April 13 in Queenstown, New Zealand. The course is expected to be similar to Pikes Peak, though shorter in length.

Laguna Seca Raceway and Honda are offering specially discounted tickets for the AMA/MBNA Superbike Series round, scheduled for the Monterey, California, racing facility, April 17-19. Coupons good for free admission on Friday, April 17 and two-for-one general admission tickets for Saturday, April 18 are now available at participating Honda dealers and can be exchanged for tickets at the race track's admission gates.

WERA will hold a road race at **Atlanta Motor Speedway** in Hampton, Georgia, May 15-18. According to WERA, Atlanta Motor Speedway has done major track improvements and now has an infield course. The inaugural event will feature a practice day on May 15.

White Brothers will host a dealer/manufacturer swap meet in conjunction with the World Four-Stroke Championships on April 26 at Glen Helen Raceway in San Bernardino, California. The parking-lot sale is open to all dealers wishing to participate. For more information, call 714/692-3404.

Castrol Honda's Supersport pairing of **Michael Paquay** and **James Toseland** recently took part in test sessions at both the Albacete and Cartagena circuits in Spain, with Paquay setting a track record for 600c Supersport motorcycles at Albacete. The 17-year-old Toseland was also under the lap record at Albacete.

Shane Trittler's **SSC MX Racing** is hosting the four-round 1998 Castaic Brick Spring National MX Series, beginning on April 26 at Sunrise Cycle Park in Adelanto, California, and ending at the Hungry Valley SVRA in Gorman, California, on June 14. For more information, call 805/294-0020.

Dynojet Research Inc. will be providing dyno-tuning services for free to all racers in the AMA/MBNA Superbike Series this year. The Dynojet mobile dyno will be at all three California rounds of the series, beginning with Laguna Seca, April 17-19.

Due to the cancellation of the Cycle Jam South, the 1998 WERA **Indy Cycle Jam** will have double points for all regions in the Sportsman Sprints. The National Challenge Series Sprints will be for single points and there will also be a four-hour endurance race on Saturday, June 27. Practice will be held on Thursday, June 25 and pre-entry is available. For more information, call WERA at 770/924-8404.

CANCELED: The Team Dual Dogs "green sticker" trail ride in Aguanga, California, originally scheduled for April 5. For more information, call 818/701-1913.

HIRED: Heiko Lucker, by San Jose Yamaha in San Jose, California, effective immediately.

APPOINTED: Robert L. Sauban, as senior vice president of business affairs for Seals Communications Corporation (Sealsco), by Lou Seals, chairman and CEO of Sealsco. Sauban was formerly an executive director in financial operations for Turner Broadcasting Inc.

OPENED: Photographer Tom Hnatiw's home page on the World Wide Web. The site can be found at: http://member.aol.com/natefour/ama.phoenix.htm.

OPENED: Erion Racing's home page on the World Wide Web. The site can be found at the following address: http://www.erionracing.com.

AUTOGRAPH SIGNING: At House of Motorcycles in San Diego, California, on April 4. Wheelie King Doug Domokos, personal watercraft racing champions Jeff Jacobs and Victor Sheldon, and renowned announcer Larry Huffman are scheduled to appear. For more information, call 619/229-7700.

MOVED: DNA Racing, to 700 Corporate Circle, Suite 1, Golden, Colorado. For more information, call 888/44-ROOST.

OPENED: Kendon Industries' home page on the World Wide Web. The site can be found at the following address: http://www.kendontrailers.com.

OPENED: C Cycle Suspension's home page on the World Wide Web. The site can be found at the following address: http://www.ccycle.com.

OPENED: Argyll Park Recreation Area's home page on the World Wide Web. The site can be found at: http://www.jps.net/motox/argyll.htm.

BORN: Twins Mark Russell Maher and Eric Thomas Maher, to AMA legislative-affairs specialist Sean M. Maher and his wife, Catherine, in Columbus, Ohio, on January 29.

OPENED: The Pony Express home page on the World Wide Web. The site can be found at: http://www.cybercyclemag.com/ponyexpress98.

MOVED: Dynojet Research Inc., to 2191 Mendenhall Dr., Suite 105, Las Vegas, NV 89031, 702/399-1423.

BORN: Dylan James Dobey, to One Industries general manager Danny Dobey and his wife, Karen, on March 9, in San Diego, California.

AUTOGRAPH SIGNING: At Three Brothers Racing in Costa Mesa, California, on April 18 from 10 a.m. to 5 p.m. "Crusty Demons" video stars Seth Enslow, Bubba and Dana Nicholson, and "Wheelie King" Doug Domokos are scheduled to appear. For more information, call 714/642-0546.

AUTOGRAPH SIGNING: At K&W Cycles in Utica, Michigan on April 3, from 6:30 to 7:30 p.m. Team Yamaha's Kevin Windham, John Dowd and Doug Henry are scheduled to appear. For more information, call 810/731-0290.

HIRED: Tony Megla, by Factory Effex, to manage advertising and product design. Megla was formerly employed by Answer Product and Answer Racing.

MOVED: Tucker Rocky Distributing, to their new world headquarters, 4900 Alliance Gateway Freeway, Fort Worth, TX 76178. The phone number remains the same at 800/347-1010. CN

Dorna sells the Grand Prix Series

Dorna, the Spanish company that holds all rights to Grand Prix road racing, is in the process of being sold to CVC Capital Partners Europe Limited - a management company that was once a part of Citicorp.

News of the sale originally leaked from Spain, where Dorna has its headquarters. The company was hitherto the property of the Banco Santander, which inherited ownership when it took over the failed Banco Banesto - the original owners of Dorna. It is known that Dorna has been on the market for several years and the list of past potential buyers has included Reuters, but all deals had floundered until now.

The buy-out follows the recent purchase of the World Superbike Championship by the London-based Octagon Co. Though originally rumored to be part of the same group, sources say that that CVC is in no way related to Octagon or its parent company, the Interpublic Group.

According to those same sources, CVC is paying in the neighborhood of $80 million for Dorna and the takeover process is currently going through due diligence. The purchase is being handled entirely in Madrid, Spain, as CVC has an office there.

Reportedly, Spaniard Carmelo Ezpeleta will continue in his role as Dorna's managing director and will still lead the company - even after the buy-out. This follows Octagon's lead in keeping the Flammini Group in charge of World Superbike racing, despite the ownership change.

According to sources, Ezpeleta is in favor of the buy-out and sees the World Championship Road Race Series as now having the venture capital it needs to be properly promoted.

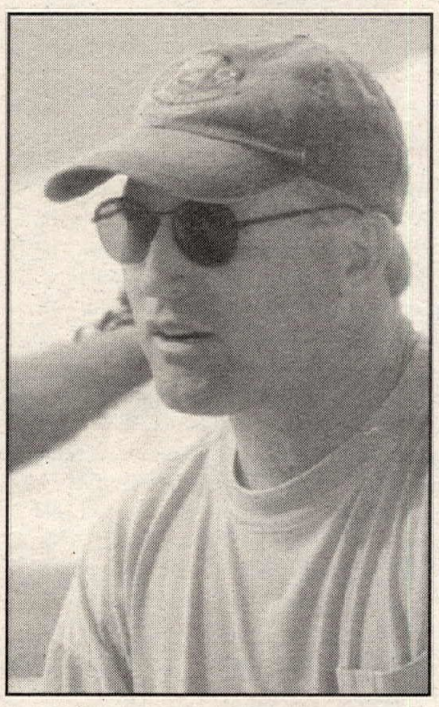
CVC (formerly known as Citicorp Venture Capital) became CVC Capital Partners Europe Limited in 1993, when it gained independence from Citicorp. Citicorp, however, is still the largest client in CVC's $1.3 billion portfolio. CN

EURO FILE
BY ALAN CATHCART

The King has spoken

Speaking in an interview published in February in the leading Italian weekly motorcycle magazine, Motosprint, none other than Kenny Roberts is quoted as registering dissatisfaction with the current state of Grand Prix bike racing. Translated from the Italian in which his words were published, Roberts said that his problems in sourcing sufficient backing to continue developing and racing his own KR3 race bike are symptomatic of the ongoing problems in GP racing.

"I still say things aren't right the way they are, and that in fact they're screwing up a sport with huge potential," he is quoted as saying. "Does it seem right that a four-time World Champion like Max Biaggi has to buy his own ride so as to move up to 500cc GP racing? I think that's nuts - but nobody gives a shit. The problem is that the Japanese manufacturers are great at doing business, but they have no soul, none of the passion you need to go racing with. Now that Cagiva isn't involved anymore in GPs and Aprilia has pulled out of the 500cc class, the situation is even worse: It's a disaster. As far as I'm concerned, superbike is the future. There are guys there investing in the championship, doing good work. Right now, GP racing is on the way down, and World Superbike's on the way up. I'd like to do something in that class of racing."



In a recent interview, Kenny Roberts was quoted as saying he is rather dissatisfied with the current state of GP racing. Would he really go Superbiking?

Moto Guzzi to build scooters

The man who helped Ivano Beggio put Aprilia on the road to commercial success was the company's former managing director, Oscar Cecchinato, to whom company observers accord much of the credit for Aprilia's recovery from severe cash-flow problems five years ago. The key to this turnaround was Aprilia's decision to concentrate on the booming Italian scooter market, where in 1997 they succeeded in selling no fewer than 155,627 50cc two-wheelers - second only to market leaders Piaggio, with a 22.7-percent share of the 685,000-unit total market.

Now, Cecchinato has set in motion plans to use a similar ploy to turn around the company he has headed up since last April: Moto Guzzi. With a muddled range of bikes - none of which is smaller than 750cc - Guzzi badly needs a volume product to underpin its revival, and Cecchinato has moved to provide that, by signing a deal with Piaggio for the supply of the 125cc and 180cc liquid-cooled two-stroke engines fitted to the Gilera Runner and the new Piaggio Hexagon range, which will be used to power a range of Moto Guzzi scooters set for launch later this year.

These will bear the name of one of the most famous bikes in Guzzi production history: the Galletto, of which more than 150,000 were produced in 160-200cc single-cylinder four-stroke form between 1950 and 1966. As a reliable everyday workhorse, this had few equals, promoting customer goodwill for the Moto Guzzi marque that lasts even today among older *guzzisti*. The Galletto's trademark was the spare wheel it carried slung across the front of its distinctive scooter-like apron -- ironically, the Galletto was Moto Guzzi's motorcycle riposte to the then-newly launched Vespa and Lambretta scooters, from which much of its success was derived.

But the Galletto's spare wheel was the clue to an avant-garde piece of design that, years later, was to play a key role in settling a dispute between two major rivals for superbike supremacy. A rear-tire puncture could be fixed at the roadside by fitting the Galletto's spare wheel, thanks to a single-sided swingarm which the little Guzzi was the first motorcycle of volume manufacture to carry. Years later, Elf "reinvented" the concept on its avant-garde endurance racers, and succeeded not only in patenting it but actually selling the patent to Honda - hence the so-called ProArm fitted to a variety of title-winning Hondas ranging from the RC30/45 superbikes and their street spinoffs to Max Biaggi's NSR250.

So how did the Galletto help settle a dispute? Only that, perhaps mindful of the tenuous nature of their patent's legitimacy, Elf was always very keen to send in the lawyers if any company other than Honda tried to fit a single-

Aprilia to get four with a four?

Aprilia may have withdrawn its 480cc V-twin from 500cc GP racing for the coming season, but company boss Ivano Beggio says Aprilia will be back soon - with a V-four contender.

In announcing a $28 million global race budget for 1998 - part of it covered by outside sponsorship - at the launch of Aprilia's 125cc and 250cc GP team in Alassio, Italy, in February, Beggio confirmed that Aprilia still regards 500cc GP racing as unfinished business, and that race boss Jan Witteveen is presently working on a four-cylinder contender. This is understood to be based on a modified version of the SwissAuto V-four engine that has powered the Elf 500 for the past two seasons before it was transformed with Malaysian money into an MuZ for the 1998 season.

Aprilia is known to be talking to currently unemployed Italian star Luca Cadalora to ride the bike - a move that would have obvious promotional advantages for the image-conscious Beggio - and given that the new Aprilia RSV500 is sure to be ready for testing relatively early in the year, it's possible he may even race it in a couple of late-season GPs as a wild card.

But, at Alassio, Beggio confirmed that in 1999 Aprilia will be the only factory aside from Honda to compete not only in 125cc, 250cc and 500cc GP racing but also with a works team in World Superbike.

"I know it's a huge challenge, but it's one we know we must face calmly," he says. "I have every confidence in the guys in our race department (80 in all), and we know we can't do it overnight. But here's our goal: Can you imagine how it would be if one company won all four world titles in a single season?"

Well, Honda won three out of four in '97, and only Aprilia stopped them from achieving that selfsame clean sweep. So now the aim of the ambitious Italian company is to turn the tables - and then some.

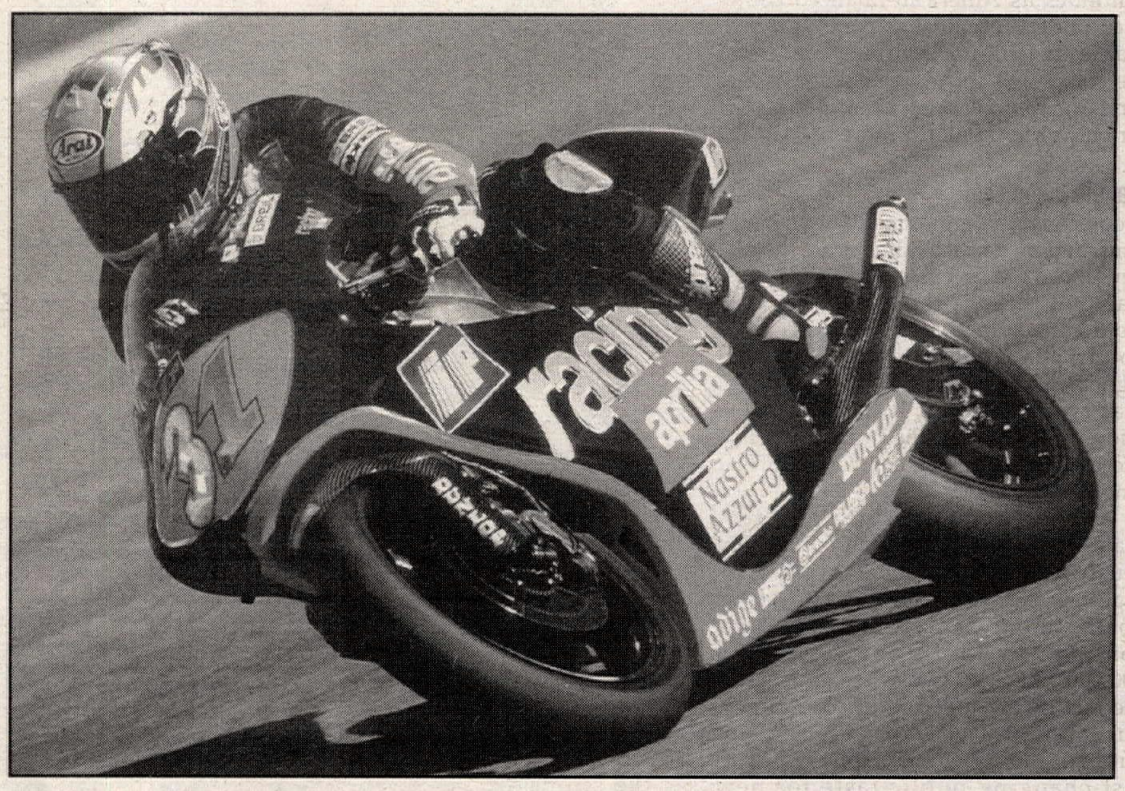
At the same press conference, Beggio revealed the true extent of Aprilia's stratospheric growth as a company, with turnover rocketing tenfold to $560 million between 1989 and 1997. With 1500 full-time employees, 4500 part-timers and a factory floor space of 3.8 million square feet (one third of it covered), Aprilia seems justified in its claim to be poised to make the jump to becoming a fifth force in world motorcycling alongside the four Japanese, even if at present 62 percent of its total production is concentrated in scooters.

However, with annual production breaking the 250,000 barrier and the imminent arrival of its range of four-stroke V-twins to complement its range of scooter and small-capacity street bikes, Aprilia is poised to enter the U.S. market as well as substantially expand its operations in big-bike markets such as Germany, Britain, France and Japan on the back of the V-twin range. Ivano Beggio's carefully laid plans look as though they are bearing fruit.

However, these plans may perhaps be delayed by a couple of months, if rumors coming out of Italy are to be believed. The superbike race version of the RSV1000 was semi-publicly tested for the first time at Mugello early in March by development rider Alessandro Antonello. I was informed at that time that the bike's rather bulky dimensions were noted by observers. It looks wide and tall, especially in comparison to a 916 Ducati, in spite of the compact dimensions of the Rotax-developed 60-degree V- twin engine.

Since it isn't confirmed that the prototype V-twin ever saw the inside of a wind tunnel before its launch in street guise at the Milan Show last autumn, there are unconfirmed reports that the first task of Aprilia's new design guru, ex-Bimota chief engineer Pierluigi Marconi (who joined the company in February), is to supervise a retouching of the RSV1000's chassis and bodywork, to make the bike more svelte and aerodynamic. It is important that this be done now since it's not permitted to alter a model's homologated silhouette or frame design for superbike racing.

Inevitably, if true, this will cause a delay in the arrival of the stock RSV1000 in the marketplace by at least a couple of months. With a press launch of the production bike penciled in for the last week of April, it remains to be seen if what is arguably the most important new model that Aprilia has ever launched in fact arrives on time.



Tetsuya Harada on the Aprilia 250cc GP bike. No stranger to GP success, the Italian bike manufacturer is working on a four-cylinder 500 to replace the 480cc bike it used last year. If all goes to plan, Aprilia will contest all three GP classes, plus World Superbike in 1999.

sided swingarm to one of its bikes. That supposedly is how Yamaha was dissuaded from continuing to fit the quick-change rear end it used on its works YZF750R endurance racer in the late '80s, and it certainly explains the Elf stickers fitted to all Aprilia 125cc street racers sold with *monobraccia* rear ends up until five years ago.

But then when the Elf patent police came calling on Cagiva boss Claudio Castiglioni in 1993 to deter him from allowing his engineers, on the grounds of infringement, to fit the single-sided rear swingarm that the upcoming new 916 Ducati was rumored to be wearing, they met their match. One version of the encounter relates how Mr. Castiglioni listened politely to the French company's representatives outline their case - then, without a word, rose from his desk, drew back the blinds of his ground-floor office in Cagiva's Varese factory, and invited the Elf party to look at the Moto Guzzi Galletto he'd taken the precaution of having brought and parked outside as evidence that the Elf monoarm patent wasn't worth a dime (or damn), based on a prior application!

So now you know why the Ducati 916 (as well as the Triumph T595) uses single-sided swingarms, without concern for the supposed Elf/Honda patents - and why the Moto Guzzi Galletto is the reason.

The new Guzzi Galletto scooter won't be as avant-garde as its vintage predecessor - but it is likely to have the desired effect of building much-needed volume for Moto Guzzi, as the company continues its American-financed comeback under Cecchinato's control. It also makes the still-unconfirmed reports of the company's move away from its historic Mandello base to a brand-new factory near Monza all the more probable.

Piaggio pummeled

Scooter giant Piaggio has its own problems, and on a much larger scale than its new Moto Guzzi customer's. The most tragic of these is the untimely death from cancer last year of its dynamic young chairman, Giovanni Alberto Agnelli, at the age of 34. The nephew of Fiat tycoon Gianni Agnelli, he was widely foreseen as the older Agnelli's successor in assuming control of the Fiat empire.

And while its massive Pontedera plant near Pisa (occupying 6.5 million square feet, half of which are covered) - together with its satellite factories in Spain, India, China and Indonesia - continue to churn out more than 800,000 powered two-wheelers a year, the fact is that the king of scooter production in the world has been caught out badly in terms of keeping up with fast-changing public taste for new models.

Nowhere is this better underlined than by the surprising fact that Piaggio has been completely unprepared for the boom in 250cc four-stroke maxi-scooters, such as the Yamaha Majesty, which was Italy's best-selling two-wheeled product over 50cc in 1997. In fact, the Yamaha ousted Piaggio's 125cc Vespa from the top spot in which it had been parked for many years.

In addition, the new Hexagon range just launched in Italy offers only two-stroke engines, with no small-capacity four-stroke option which customers are increasingly demanding. Add to this the rather leaden styling of the current Vespa range that has led some Italian commentators to liken Piaggio to the Fiat car company of 10 years ago, before they learned to move with the times, and the reason for the 1300 Pontedera workers currently facing layoffs, despite the strong scooter market, becomes apparent.

Faced with the need to get a 250cc maxi-scooter into production very quickly, Piaggio has responded by becoming the first European company to sign an engine-supply deal with Honda - a bit like Fiat fitting a Toyota engine to one of its cars.

The motor in question is the one fitted to the Honda CN250 (Italy's fourth-best-selling two-wheeler in 1997), which will be used to power a 250cc version of the Hexagon, due to make its appearance in the marketplace in May. When Honda executives announced at the Paris Show last September their intention to forge closer links with European manufacturers, including the establishment of joint ventures and the supply of engine packages, they denied that Piaggio was on their hit list. Well, six months later, they most definitely are.

Interestingly, this isn't the first time that Honda and Piaggio have announced an engine-supply agreement. Back in 1990, Piaggio revealed a link with Honda to purchase CBR600 engines in order to create an Italian-built supersport contender that was to bear the historic Gilera name. The deal fell apart with the closure of the Gilera factory and the marque's withdrawal from the motorcycle market. Could the scooter-engine deal be the prelude to a revival of such a link, as persistent rumor in Italy currently insists?

Bimota bash bumped back

As reported earlier, Bimota's got a birthday party coming up, celebrating its 25th anniversary with an international reunion at the Misano race circuit for Bimota owners around the world. Originally, this was planned for the first weekend in June, but a combination of track availability and the proximity of Ducati's 50th birthday celebration the following week has prompted a shift in dates to a midweek get-together July 15-16.

Among the planned highlights is a display of every one of the 40-plus different models that Bimota has built over the past quarter-century, including the many one-off race bikes built in the company's early years as well as all the various Tesis and other prototypes. Already, one of each of the Bimota production street bikes has been located, and most of the racers. The only significant gap is, perhaps surprisingly, the YB2 Yamaha TZ350-based GP racer. Tune in to Bimota's new Internet site at www.bimota.it for more details - and contact Pierpaolo Catani by fax (+39 (0)541-301199) if you have a YB2 and want a VIP invitation to the party! CN

Wal Phillips passes

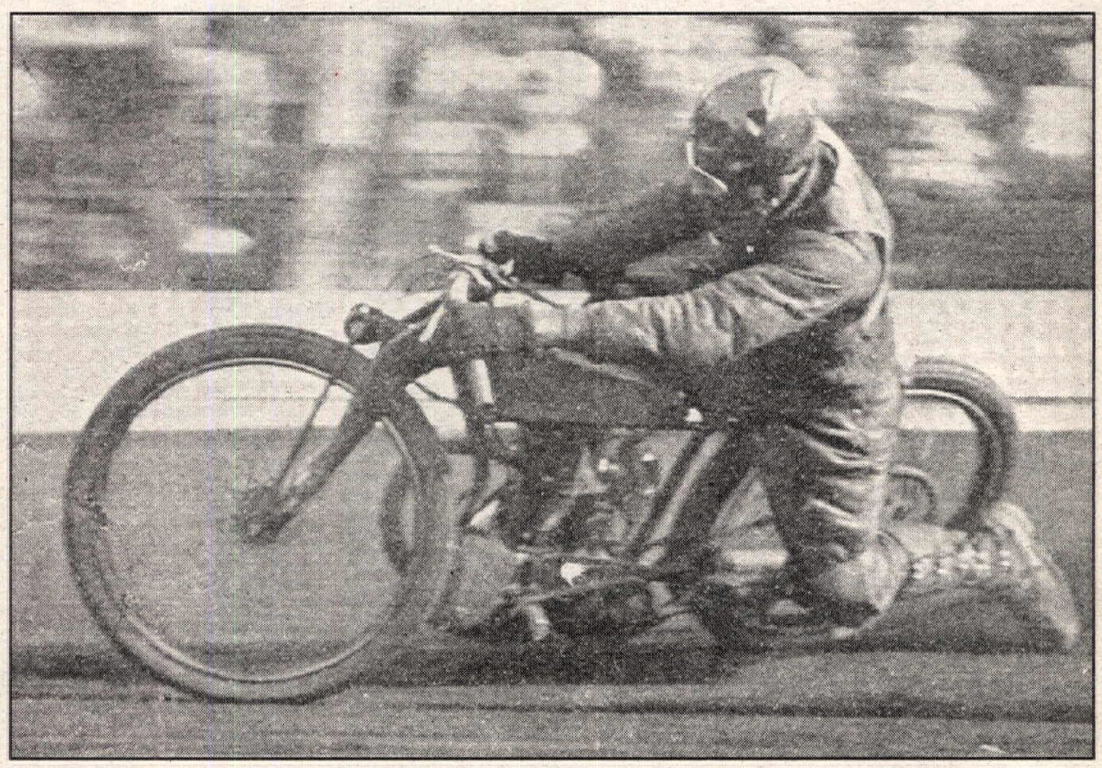
One of the pioneer stars of early speedway racing, Britain's Wal Phillips, died in February at the age of 89. Along with his exploits as one of the first British riders to successfully challenge the visiting American and Australian dirt-track aces when speedway was introduced to Britain from those countries in 1928 - men such as American Lloyd "Sprouts" Elder and Aussies Vic Huxley and Billy Lamont - Londoner Phillips will also be remembered for his mechanical innovation, pioneering several features now commonplace on speedway bikes as well as other four-stroke motorcycles.

These innovations include the laydown position in the frame for the speedway engine, offering a lower center of gravity for improved traction and handling. Although currently universally adopted around the world, when Phillips first introduced the inclined-engine format in the late 1940s, it was a hard sell that took four decades to finally be accepted.

The same thing goes for another of his ideas: fuel injection. Phillips developed his own mechanical form of injection which became a popular aftermarket fitment not only for British road racers and speedway riders but also for Britain's cafe-racer set in the 1960s and '70s.

He was also one of the first to fit disc brakes to a motorcycle - not a speedway bike (they don't use brakes!), but a road racer for which he concocted his own rim-disc brake, to reduce the gyroscopic effect of the big, heavy drum brakes that were then commonplace.

Speedway pioneer Wal Phillips passed away this past February. He was 89.



Phillips saw no point in replacing these with equally heavy centrally located discs - hence the rim-disc project, which brake specialists AP adopted in 1984 for an experimental design fitted to Rob McElnea's works Suzuki RGB500.

Wal Phillips was not only a far-sighted mechanical innovator, he was also a skilled road racer (winning a prestigious Gold Star for lapping the Brooklands circuit at over 100 mph) as well as one of Britain's top speedway riders before suffering a severe leg injury (riding for England in Australia during the 1936-37 test series), which ended his racing career. Before that, Phillips had raced for the English team in all the first 24 so-called "Test Matches" against Australia, and he appeared in the first official Speedway World Championship final at Wembley in 1936.

He was also the man responsible (together with JAP engineer Stan Greening) for developing the J.A. Prestwich Co.'s JAP engine into its supreme position as the universal engine of choice for speedway riders all over the world, a position it occupied until the resurgence of the Jawa motor in the 1970s. An important figure in the development of speedway racing throughout its history, Wal Phillips will be sadly missed.

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America's weekly motorcycle newspaper

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VOICES
LETTERS TO THE EDITOR

Refreshing

Jason Pridmore's attitude about the disqualification of the HyperCycle Suzuki is a breath of fresh air in a world too full of excuses. To me, this makes him a real winner.

Bill Barton
San Diego, CA

Good dirt, bad dirt

I'm writing in response to Carl Skaggs' letter ("No dirt track," Issue #11, March 24). I have subscribed to many motorcycle-racing magazines from all over the world and Skaggs' bashing of *Cycle News* is unfounded. *Cycle News* has the best American motorcycle-racing coverage - especially of dirt track - in the world.

And *Cycle News* is weekly.

I, being a supercross/motocross enthusiast for 30 years (I'm only 37), was not even interested in dirt track until I subscribed to *Cycle News* in the '70s.

Carl, if you need a cover-to-cover dirt track magazine, I would advise that you go to your local bank, borrow $1 million, hire Scotty Parker as the editor - and start one.

I will be your first subscriber.

Bruce Starks
Sacramento, CA

Where's Larry?

I am writing in regard to a continuous act of unfairness by *Cycle News*. It has come to my attention that a Woodland, Washington, vintage racer named Larry Legarra has not yet gotten his picture in your paper - despite the fact that he has won a total of 16 races this season alone.

Photographer Clay Light has provided *Cycle News* with a number of pictures of Larry. What we would like to know is, why hasn't Larry Legarra's picture appeared in at least one of those articles? I feel that Larry has more than met the requirements to deserve the honor of appearing in *Cycle News*.

To put it bluntly, Larry is kickin' butt at the Woodland Vintage MX track and deserves the credit. I'm speaking for many of your readers and subscribers, so please respond.

Kathy Gadberry
Longview, WA

For months now, I've been staying up at night figuring out ways to try to keep Larry Legarra's photo out of Cycle News. *I simply can't take it anymore. I give up. Memo to other moms, wives, girlfriends, cousins, aunts and uncles: This method of persuasion is not guaranteed to get your loved ones in* Cycle News... *Editor.*

Mr. Daytona?

Scott Russell - Mr. Daytona? Please. What does that make the likes of Dick Mann, Kenny Roberts, etc.? What competition has Mr. Daytona faced?

When Yamaha brought Eddie Lawson to showcase their bike, that was probably the last serious challenge that Russell faced. And he lost. I admit he did have one impressive win - when he crashed his Kawasaki and got up to win. But Paul Carruthers ("Teardown," Issue #11, March 24) is right - nobody else was there to challenge him.

Where has Russell and his Yamaha been the last few years in the World Superbike wars? Come on, Daytona - wake up. I first attended Daytona in 1966 and went for the next 20 years. I have seen the event go downhill and there doesn't seem to be any interest in stopping the slide. Attendance figures alone should convince the promoters that the event has lost its audience. Perhaps this is a reflection of the entire industry itself. Cruisers dominate the market. Perhaps they should race Viragos and Shadows, with the riders in black leather and fringe-covered clutch and brake levers.

Since I now live in the Northwest, I am no longer able to go to Daytona, but I don't know if I'd go even if I could. Still, I hate to see such a motorcycle classic go the way this one has. I don't mean to come across as totally negative, but I just don't think we should tout Russell so highly.

Tom Cuccia
Colfax, WA

Adventure bike

In response to Jim Bellach's search for an adventure bike ("Voices," Issue #11, March 24) - why wait? Go to your BMW dealer and get on an R1100 GS. It weighs more than you'd like, but that disappears as soon as the wheels start rolling. It wheelies, powerslides and will outcorner whatever you're riding now.

As a TL and GS owner, I have more fun smoking sportbikes in the twisties on my GS - two-up with bags on. All in total comfort. Did I mention my electric jacket and heated grips for when the sun goes down?

I'm with you. I also can't wait for a TL-based flat tracker, but for now I'm content with my go-anywhere GS.

Chris Meredith
Hilliard, OH

A moment of silence

What a shame and disgrace that in neither night of the Pro short-track races at Memorial Stadium in Daytona was there a moment of silence for the fallen Ricky Graham. Larry Maiers (the trackside announcer at the event) only mumbled an afterthought when Saturday night's winner, Scott Parker, took it upon himself to acknowledge Ricky's passing. He stated what we all feel - that we miss him.

J.K. Lacey
Youngstown, FL

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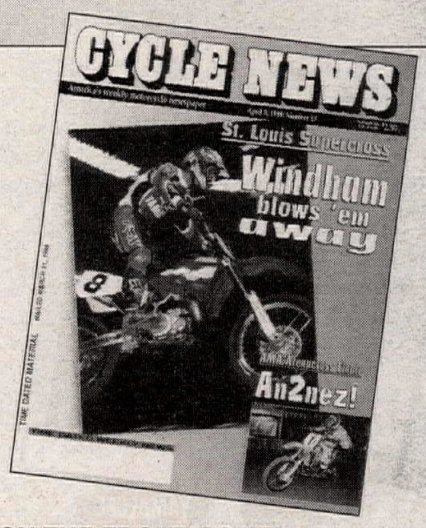

ON THE FRONT COVER

Kevin Windham won his second AMA Supercross race of the season as he continues to become a factor in the series. Inset: Buddy Antunez - two-time AMA Arenacross National Champion. Photos by Kinney Jones.

MAC & K-DUB TOPPLE TWIN CITY

McGRATH/WINDHAM. YZ250. 1-2 in Minneapolis.

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Round 12: Trans World Dome

On top of the world

(Above) With another strong performance, Windham rode his Alley Semar-tuned Yamaha to victory for the second time this season. It was also Yamaha's eighth victory in the 12 rounds held thus far.

(Below) Mickael Pichon (16) edged out Jeremy McGrath (2) for the holeshot in the 250cc main at the St. Louis Trans World Dome. Pichon led for eight laps before getting passed by Kevin Windham. Pichon ended up 10th and McGrath fourth.

By Kit Palmer
Photos by Kinney Jones

ST. LOUIS, MO, MAR. 28

It's amazing what a little confidence will do. Just ask Team Yamaha's Kevin Windham, who posted his second 250cc main-event win in three weeks, his latest victory coming in front of 49,511 spectators at the Trans World Dome in St. Louis. Ever since winning his first race of the season at New Orleans three weeks ago, Windham has been tearing up the track. He's posted two wins and a second-place finish - and at that race, he nearly won.

Windham's victory at St. Louis was also his sixth podium finish in the last eight races.

"I can't even describe how I feel - I'm on top of the world right now," Windham said after blowing away the competition in the 20-lap main event. "It feels great that everything is falling into place. I'm just having so much fun on the bike - just having a blast. It's unbelievable - a great feeling. The confidence is there."

A lot of that great feeling had to do with him passing both supercross points leader Jeremy McGrath and Suzuki's Mickael Pichon before getting out in front and pulling away for the win on what some riders felt was one of the best and most technical tracks this season.

Getting nearly as much attention as Windham for his win was Team Honda's Ezra Lusk for his questionable pass on last year's St. Louis winner, McGrath, two turns from the end to steal second place.

Lusk was nearly booed off the podium after executing an aggressive block-pass on McGrath that left the four-time champ sprawling. The move cost McGrath at least two positions and Lusk perhaps a few fans.

"I know I'll never be a Jeremy McGrath, and I hate to get booed because of a race like this, but once in a while somebody's got to do that to somebody," Lusk said from the podium. "It is just aggressive racing; we had a lot of fun."

Uh, McGrath didn't think so.

"It was a chicken-shit move," McGrath said. "He (Lusk) didn't even attempt to turn; I guess it all boils down to that I should've just went inside in the last two corners. I just watched it (the collision) on video, and he came straight into me, no doubt about it. I personally would rather ride and get third than do that to someone."

Before McGrath could get going

again after being taken down by Lusk, Mike LaRocco, on the Factory Connection/Jack in the Box Honda, rode around McGrath and into third place for his first podium finish since the Indianapolis Supercross - *last* year. LaRocco started the St. Louis race off in fifth, worked up to third and, at one point, was hounding McGrath for second before letting McGrath get away and having Lusk pass him three laps from the finish.

"I can't say that I'm not happy to be on the podium, because it's been so long," LaRocco said. "But, honestly, I'm not happy with the way I rode. I got a good start, for me, and had a decent first half of the race. But once I got up there, I kind of rode tense, maybe because it's been so long (since racing among the leaders). Normally I hang it out when I ride, but when I got up there, I just kind of rode a level down, trying not to make any mess-ups. I don't ride as well that way; that was the mistake I made."

Finishing nearly a half-lap down on LaRocco in fifth was Yamaha's Doug Henry, who passed Honda of Troy's Mike Craig for that spot on the 17th lap. John Dowd, who like teammate Henry qualified for the feature through the last-chance qualifier, finished seventh, followed by Kawasaki's Damon Huffman, Suzuki's Larry Ward and early leader Pichon.

Pichon grabbed the holeshot, quickly opened up a sizable lead but couldn't do much about the high-flying Windham. Pichon was passed by Windham on the sixth lap and from there things went downhill for the former two-time 125cc East Coast Supercross champ. The Team Suzuki rider would also get passed by McGrath on the eighth lap before crashing a lap later and becoming mired in the middle of the pack.

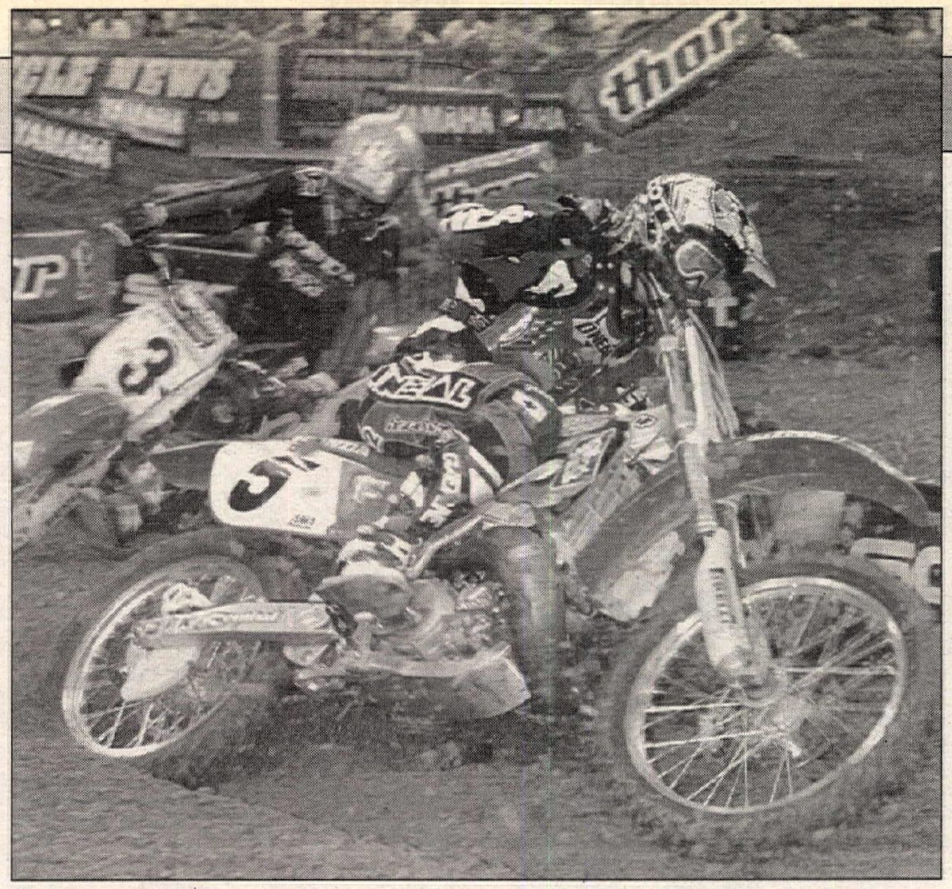
Finishing in 11th place was arenacross star Cliff Palmer, followed by Honda of Troy's Stephane Roncada, who was making his second appearance in the 250cc class. Team Honda's Steve Lamson was unable to climb any higher than 12th after going down on the first lap. Lamson finished just ahead of Canadian Jean-Sebastien Roy, Honda of Troy's Mike Brown, Gauldings Kawasaki's Kevin Crine, Thor's Jeromy Buehl and Tom Morgan Racing's Ryan Terlecki, who was making his seventh main-event appearance of the year.

Rounding out the field in 19th and 20th places were Chaparral/Yamaha's Jimmy Button and factory Kawasaki rider Ryan Hughes, both of whom never made it beyond the first lap after going down in separate incidents. Button came up on the short end of the stick in a collision with Ward, which left the Yamaha rider with a broken triple clamp on his YZ250. Hughes went down all alone in a whoop section. In a lot of pain, but suffering no serious injury, Hughes would retire to the pits.

For Button, this would be the fourth time he scored three points or less in the last five races and, as a result, he now sits 10th in the series point standing after running as high as second earlier in the season.

Despite finishing off the podium for only the second time this year, McGrath still enjoys a hefty 52-point lead over St. Louis winner Windham, 267-215. Lusk is fourth with 199 points, followed by LaRocco with 175 and Ward with 172.

For the second week in a row, both defending champ Jeff Emig and Team Suzuki's Greg Albertyn did not compete at St. Louis due to injuries (see Briefly...).



(Above left) Mike LaRocco (5), on his Factory Connection/Jack in the Box Honda, found his way to the podium for the first time in over a year with a third-place finish.
(Above) Team Honda's Ezra Lusk chases down LaRocco late in the main. He went on to finish second.

HEATS

Windham and Lusk settled into the first two positions at the start of the first heat race, and right behind them were Hughes, Brown, Button, Kawasaki rider Roy and Pichon.

The stage was set for a Windham/Lusk duel to the finish, but Windham had different ideas. His plan was to steadily pull away from Lusk and that's exactly what he did with every passing lap. When it was all over, Windham had built up a comfortable lead over Lusk for the impressive win.

Elsewhere, a few close individual dices had brewed, one of which was between Hughes and Button for third. They mixed it up during the early laps until Hughes bobbled in a turn, letting Button get away and Pichon to get around him. Hughes, however, hunkered down and went to work on Pichon, driving to the outside and passing Pichon in a turn.

Then Pichon lost the front end of his Suzuki and crashed, making the first four qualifiers Windham, Lusk, Button and Hughes. Brown barely held off teammate Roncada for fifth but was still one position out of a transfer. Off to the semis were Brown, Roncada, Pichon, Jeromy Buehl and Roy, among others.

The second heat race saw McGrath put his Chaparral Yamaha into the lead right off the start, ahead of Dowd, Craig, Huffman, LaRocco and Ward.

Craig quickly moved into second but, on the third lap, came up short over a triple jump and careened off the track. Craig unfortunately reinjured his just-healed wrist and rode back to the pits.

"I think I spun the rear tire on the jump and came up way short, completely framed it," Craig said. "My wrist hurt and I thought I broke it again."

As it turned out, Craig sprained the wrist, taped it, and got ready for the semis. Meanwhile, Huffman suddenly found himself in second and began closing in on the champ. By the last couple of laps, Huffman was threatening to pass McGrath as they threaded their way through lapped traffic. McGrath was forced to double a triple and single a double, nearly getting passed by Huffman. But at the same time, a lapper held Huffman up on the last lap and McGrath was able to forge ahead for the win, with Huffman taking second.

Sneaking up and finishing right behind Huffman in third was LaRocco. Taking the checkered flag some distance behind LaRocco but in the all-important final transfer position was Ward. Lamson finished a distant fifth, followed by Kawasaki of Carrollton's Cliff Palmer and Dowd. One of the nonqualifiers was Henry, who suffered a hard get-off. Near the middle of the race, while running fifth and pressuring Ward, Henry nose-dived into the face of a triple jump, catapulting him off his cartwheeling motorcycle. Despite the violent-looking crash, Henry quickly remounted but slowly circulated the track. Henry was semi-bound.

SEMIS

Brown and Pichon provided most of the action in the first semi, as the two riders quickly broke away from the rest of the pack, with Brown leading the way.

Pichon, however, kept close tabs on the Honda rider through every turn and jump, and it wasn't until the halfway point that Pichon decided to make his move. The Suzuki rider cut underneath Brown in a turn and snatched away the lead. Brown stayed close to Pichon for the rest of the way but could not get close enough to attempt a pass. Pichon scored the win over Brown.

After getting off to a terrible start, Roncada rode a determined race and climbed his way through the pack, finishing third. Roy took the checkered flag in fourth, while Buehl took the final transfer in fifth.

Sore wrist and all, Brown nailed the holeshot in the second semi but came up short over a triple jump right after the first turn. He cased his Honda, and Yamaha riders Dowd and Henry plowed into the back of him, with all three riders going down. Brown got up first, while Henry restarted his Yamaha back in last place. Dowd was less fortunate, as he had to push his broken bike back to the pits.

Kawasaki rider Cliff Palmer inherited the lead, followed by Lamson, Yamaha of Troy's Todd DeHoop, Crine, Terlecki and Airdfie Motorsports' Jason Frenette.

Palmer led for a couple of laps before Lamson passed him and rode off with the win, while Palmer held on for second.

Craig was on fire as he made up for his first-lap crash to finish third, just ahead of Crine. The battle for the fifth and final transfer position went down to the wire between DeHoop and Terlecki, with Terlecki making a last-lap pass on DeHoop for a trip to the show.

LAST-CHANCE QUALIFIER

Two-thirds of Yamaha's entire factory team was featured in the last-chance qualifier, with both Henry and Dowd on the starting grid. Off the start, Dowd again had problems early on after getting run off the track in the first turn, and Henry came out in third, then second.

Henry quickly had control of the lead after passing Yamaha rider Mike Katin, but Dowd had to work for a while, eventually settling into second - and the last transfer spot of the night - at the halfway point. Henry went on to win, followed by Dowd. Finishing one spot out of the transfers in third was Kawasaki rider Mike Jones.

MAIN

Pichon powered his Suzuki to the front of the pack at the start of the main event, just ahead of McGrath, Windham, LaRocco and Lusk. The first turn wasn't kind to a number of riders, including Lamson, who went down, and Dowd, who was pushed off the track and onto the concrete floor that surrounded the track. Soon after that, Button and Ward got together.

"Larry Ward took me out and broke my triple clamps, plain and simple," an angry Button said. "I was in the air and he friggin' hit me while I was in the air - totally T-boned me; bent my swingarm and everything. I'm not happy about no one's riding tonight."

Button's night was prematurely over, while Ward rounded the first lap in 17th. Ward would later fall again and eventually finish ninth, a repeat performance of his placing last week.

Things weren't any better for Hughes.

"I got tangled up in the first turn; I think Yogi (Lusk) hit me - imagine that? He hits everybody out there," Hughes said of his first and only lap. "I got up and I figured that I'm going to have to hang it out and do it. I got to the whoops, went to the right, my foot kind of fell off the peg, and I went over the bars. I hit the ground so hard - I knew nothing was broken or anything, but it hurt so bad I couldn't move. My leg was so charlied, my shoulder was so hurt, I couldn't move. It was weird. I kind of saw a couple of stars, too."

Windham chased down McGrath and passed him for second on the

fourth lap, and then he began his charge on Pichon, who had already built up a few seconds on the rest of the pack. But, for Pichon, it wouldn't be nearly enough, as Windham reeled in the Suzuki rider and passed him on the eighth lap. From there on out, the race would be all Windham's. The Yamaha rider opened up about a full straightaway lead, which he would maintain to the finish.

But the battle for second place was wide open, as LaRocco and Lusk moved into third and fourth after Pichon crashed and dropped to eighth. LaRocco quickly closed the gap on McGrath and began putting serious pressure on the defending champ. By the halfway point, McGrath and LaRocco were battling closely while threading their way through lapped traffic, and Lusk kept a close eye on the happenings from a safe fourth. Eventually, McGrath got the upper hand on LaRocco when he jumped a triple that LaRocco chose to double.

At that point, the pursuer was now being pursued, as LaRocco began feeling heavy pressure from Lusk. On the 17th lap, Lusk made his move and got by LaRocco for third.

Once past LaRocco, Lusk was within striking distance of McGrath, but McGrath seemed in control of the situation, not letting Lusk get too close - until two corners from the checkered flag.

In a tight right-hander, Lusk outbraked McGrath going into the turn, cut to the inside, then drove out wide and into McGrath, knocking the Yamaha rider to the ground. Lusk stayed upright to finish second, while LaRocco slipped by McGrath before he could get going again to take third. A not-so-happy McGrath took fourth.

Moments after riding into the pits, words were exchanged between McGrath and Lusk before they retreated to their respective pit areas.

"He didn't even attempt to turn," a rather calm McGrath said. "I was in the rut and there was nowhere I could turn out and get away from it. What am I supposed to do? I'm just going to have to muscle down and whip 'em next time."

"I didn't get a great start, and I played around with Mike (LaRocco) a little too long," Lusk said. "I wanted to make it past him, but I never made that pass stick, so we ended up losing touch with Kevin (Windham). I got by Mike, and then passed Jeremy - he should've expected it. It was a strong block-pass, and I really didn't do it intentionally. I came in sliding with my binders on, toward the exit of the turn, but he just didn't expect it, and we went together, and he went down. I slid into him to do a block-pass; unfortunately, he didn't hold on tight enough."

Later that evening, Lusk was visited by the AMA's Duke Finch and was officially given a warning for rough riding.

But McGrath will admit that he probably should not have let himself get in a position to get taken out in the first place after turning in a (for him) less-than-spirited ride.

"I don't know, I just didn't feel that good tonight," McGrath said. "But I was feeling good enough to at least get second. I just couldn't get going tonight. He (Windham) got a big lead - there was nothing I could do, really. I just couldn't get into a charging mode. I didn't have that killer instinct tonight and I don't know why. "

A huge gap separated the top four riders from the rest of the pack for much of the race. Craig held down fourth place during the middle portion of the race until Henry slipped by him on the 17th lap. Finishing right behind Craig in seventh was Dowd, followed by Huffman, Ward and Pichon.

"When Lusk got behind me, I made a mistake in a turn and fell over," Pichon said. "I bent the handlebars a little bit, and I couldn't run very good in the ruts. I know I have the speed, but I'm going to have to work a bit more." CN

Ricky Carmichael gave his SplitFire/Pro Circuit/Kawasaki team its sixth 125cc East Coast victory in as many races.

Trans World Dome
St. Louis, Missouri
Results: March 28, 1998 (Round 12 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Kevin Windham (Yam); 2. Ezra Lusk (Hon); 3. Jimmy Button (Yam); 4. Ryan Hughes (Kaw); 5. Mike Brown (Hon); 6. Stephane Roncada (Hon); 7. Mickael Pichon (Suz); 8. Jeromy Buehl (Hon); 9. Jean-Sebastien Roy (Kaw); 10. Tony Amaradio (Yam); 11. Cory Bauder (Yam); 12. Brian Stone (Kaw); 13. Billy Binckley (Yam); 14. Richard Taylor (Suz); 15. Erik Anderson (Hon); 16. Mike Jones (Kaw); 17. Anthony Pocorobba (Yam); 18. Barry Carsten (Suz); 19. Cory Keeney (Yam); 20. Jason Thomas (Kaw).
Time: 7 min., 3.270 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Yam); 2. Damon Huffman (Kaw); 3. Mike LaRocco (Hon); 4. Larry Ward (Suz); 5. Steve Lamson (Hon); 6. Cliff Palmer (Kaw); 7. John Dowd (Yam); 8. Ryan Terlecki (Suz); 9. Jason Frenette (Kaw); 10. Todd DeHoop (Yam); 11. Matt Shue (Suz); 12. Carey Hart (Kaw); 13. Thomas Hofmaster (Suz); 14. Doug Henry (Yam); 15. Mike Katin (Yam); 16. James Evans (Kaw); 17. Kevin Crine (Kaw); 18. Chad Sanner (Kaw); 19. Tracy Bachman (Hon); 20. Mike Craig (Hon).
Time: 7 min., 15.280 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Mickael Pichon (Suz); 2. Mike Brown (Hon); 3. Stephane Roncada (Hon); 4. Jean-Sebastien Roy (Kaw); 5. Jeromy Buehl (Hon); 6. Jason Thomas (Kaw); 7. Rich Taylor (Suz); 8. Cory Bauder (Yam); 9. Mike Jones (Kaw); 10. Brian Stone (Kaw); 11. Tony Amaradio (Yam); 12. Billy Binckley (Yam); 13. Erik Anderson (Hon); 14. Anthony Pocorobba (Suz); 15. Barry Carsten (Suz); 16. Cory Keeney (Yam).
Time: 5 min., 28.060 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Steve Lamson (Hon); 2. Cliff Palmer (Kaw); 3. Mike Craig (Hon); 4. Kevin Crine (Kaw); 5. Ryan Terlecki (Suz); 6. Todd DeHoop (Yam); 7. Jason Frenette (Kaw); 8. Mike Katin (Yam); 9. Matt Shue (Suz); 10. Carey Hart (Kaw); 11. Doug Henry (Yam); 12. Thomas Hofmaster (Suz); 13. James Evans (Kaw); 14. Chad Sanner (Kaw); 15. Tracy Bachman (Hon); 16. John Dowd (Yam).
Time: 5 min., 32.820 sec.

250 LCQ (4 laps, 1-2 transfer to main): 1. Doug Henry (Yam); 2. John Dowd (Yam); 3. Mike Jones (Kaw); 4. Mike Katin (Yam); 5. Todd DeHoop (Yam); 6. Rich Taylor (Suz); 7. Tony Amaradio (Yam); 8. Cory Bauder (Yam); 9. Brian Stone (Kaw); 10. Jason Frenette (Kaw); 11. Billy Binckley (Yam); 12. Matt Shue (Suz) 13. James Evans (Kaw); 14. Erik Anderson (Hon); 15. Anthony Pocorobba (Suz); 16. Thomas Hofmaster (Suz); 17. Chad Sanner (Kaw); 18. Carey Hart (Kaw); 19. Tracy Bachman (Hon); 20. Jason Thomas (Kaw); 21. Cory Keeney (Yam) 22. Barry Carsten (Suz).
Time: 5 min., 34.420 sec.

250 MAIN (20 laps): 1. Kevin Windham (Yam); 2. Ezra Lusk (Hon); 3. Mike LaRocco (Hon); 4. Jeremy McGrath (Yam); 5. Doug Henry (Yam); 6. Mike Craig (Hon); 7. John Dowd (Yam); 8. Damon Huffman (Kaw); 9. Larry Ward (Suz); 10. Mickael Pichon (Suz); 11. Cliff Palmer (Kaw); 12. Stephane Roncada (Hon); 13. Steve Lamson (Hon); 14. Jean-Sebastien Roy (Kaw); 15. Mike Brown (Hon); 16. Kevin Cline (Kaw); 17. Jeromy Buehl (Hon); 18. Ryan Terlecki (Suz); 19. Jimmy Button (Yam); 20. Ryan Hughes (Kaw).
Time: 18 min., 1.210 sec.
Margin of victory: 5.002 sec.

250cc TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES POINT STANDINGS (After 12 of 16 rounds): 1. Jeremy McGrath (267/6 wins); 2. Kevin Windham (215/2); 3. Ezra Lusk (199/2); 4. Mike LaRocco (175); 5. Larry Ward (172/1); 6. Mickael Pichon (152); 7. Damon Huffman (150); 8. Jeff Emig (146); 9. Doug Henry (143); 10. Jimmy Button (126); 11. Ryan Hughes (121); 12. Mike Craig (113); 13. Greg Albertyn (111); 14. Mike Brown (96); 15. Sebastien Tortelli (71/1); 16. John Dowd (70); 17. Steve Lamson (64); 18. Jean-Sebastien Roy (50); 19. Phil Lawrence (41); 20. Tim Ferry (34).

KTM JR CHALLENGE: 1. Damon Gabbert; 2. Nathan McKey; 3. Adam Cobb; 4. Kurt Moore; 5. Cory Nixon; 6. Jeffrey Carver Jr.; 7. Kasey Fisher; 8. Cameron Jones; 9. Kerry Moore Jr.; 10. Jesse Smothers; 11. Jake Hughews; 12. Clayton Bertrand; 13. Taylor Williams; 14. Austin Phillips; 15. Hudson Burris.

Upcoming Rounds:
Round 13 - Pontiac, Michigan, April 4
Round 14 - Charlotte, North Carolina, April 18

Toyota Trucks/Thor/Parts Unlimited/AMA 125cc Eastern Regional Supercross Series
Round 6: Trans World Dome

Carmichael's sixth

By Dave Deringer
Photos by Kinney Jones

ST. LOUIS, MO, MAR. 28

After a week's vacation, Pro Circuit/SplitFire/Kawasaki's Ricky Carmichael returned to the 125cc Eastern Regional Supercross Series at the St. Louis Trans World Dome undefeated, with five commanding wins. When it was all over, he came away with win number six.

The native of Havana, Florida, made it look easy once again, winning both his heat races and the main event after grabbing the holeshot on his Chad Watts-prepared KX125. Although he crashed by himself on the final lap of the main, Carmichael eventually won by eight seconds for his sixth consecutive win.

"I rode a smart 14 laps in a row and had a little last-lap bobble," Carmichael said. "Luckily it wasn't too bad, just a little tip-over in a turn."

Carmichael's closest competitor in points, Primal Impulse Suzuki/Answer/Bill's Pipes-backed Robbie Reynard, did not earn a single point on the evening. Reynard, who also won his heat race in convincing fashion, cased a triple on the opening lap of the final and careened off the track and into the stadium wall. Reynard was battered and bruised but said he will be back next week.

Finishing second in the final was FMF/Honda-mounted Brock Sellards. Sellards, who currently sits in third in the point standings, took third in his heat race and rounded the first turn in fourth in the final, passing two riders en route to a second-place finish.

"I finally figured out how to do first-gear starts," a smiling Sellards said after the final. "I've been doing second-gear starts all my life."

Finishing third for the second time this year was Lemonds Yamaha/Tom Morgan-backed Robbie Skaggs. The likable Skaggs rode well after being sick and not qualifying for the last several events, and moved into the top 10 in points.

"All of a sudden, I was in second after Reynard crashed, and I was like, 'This is cool,'" Skaggs said. "I got a little weak midway through, though, because I've been sick."

Next in line was Pro Circuit/SplitFire/Kawasaki's Nick Wey. The rider from Michigan worked up to fourth after an eighth-place start. Wey has been out of action with a shoulder injury since Indianapolis but seems to be right back in the swing of things.

"I got tired from not being on the bike too much," Wey said. "I'm going to work real hard this week for the race in Michigan and see if I can get back up there."

Finishing fifth was Team Stiffie/Westwood's Shaun Perolio, followed by FMF/Xtreme's Cory Keeney in sixth and Moto XXX-backed Brian Deegan in seventh.

Finishing eighth was Streits Motorsports/RPI-backed Jason Thomas in what was his best finish of the year. He

was followed by Cycle Shed KTM-sponsored James Povolny in ninth. FMF/Honda's Danny Smith rounded out the top 10 in his first race back since being injured at Daytona.

With two Eastern Regional events remaining, Carmichael only needs one point to clinch his first 125cc supercross title. Barring misfortune, Carmichael will most likely wrap up the title next week at Pontiac. The real battle in points will be between Reynard and Sellards. Reynard has a six-point advantage over Sellards, 101-95.

HEATS

Deegan grabbed the start of heat one, with Reynard, Sellards, Keeney and Charlie Bogard giving chase. Reynard moved into the lead over a triple, and Deegan went down soon in the rockers soon after that, taking Bogard and several other riders with him.

As Reynard set sail for the win, Keeney moved by Sellards for second, while Povolny took advantage of the crash and moved into fourth.

Smith passed Thomas for fifth midrace and Clawson Motorsport/Pro Circuit's Jeff Pestana held seventh, while Wey and FMF's Matt Shue battled late in the race to snag the final two transfer spots.

Skaggs nailed the start in heat two and led for a lap, with Carmichael, Perolio and Kawasaki of Carrollton's Brad Woolsey following closely. Carmichael executed a block-pass on Skaggs on lap two and quickly pulled away for a comfortable win. Skaggs rode well for second, as 2Xtreme's Jeff Dement passed Perolio for third.

Honda of Troy's Casey Lytle, Stoughton Cycle's Jeffrey Baker and Suzuki's Tyler Evans moved into fifth, sixth and seventh, respectively, after Woolsey and R&S Kawasaki's Isaiah Johnson tangled hard over a triple jump.

Team RPM/SMP/ Papa Joe's Pizza-backed Doug Dehaan crossed the line in eighth and Primal Impulse Suzuki's newest recruit, Tony Lorusso, came back from a first-lap crash to snag the final transfer position.

LAST-CHANCE QUALIFIER

Kingsport KTM's Robbie Horton dug deep to win the last-chance qualifier, followed by Bromley Suzuki-backed Barry Carsten and Deegan. Team RPM/SMP/ Papa Joe's Tom Clowers edged out several other riders for the final transfer position to the main.

MAIN

Carmichael nailed the start, followed by Reynard and Skaggs. Reynard dived to the inside of Skaggs in turn three but just did not carry enough momentum to clear the following triple. Reynard cased the triple violently and shot off the side of the track and into the wall of the stands.

Skaggs moved into second and Perolio found himself in third. Sellards, who gated in fourth, moved by Perolio on lap three and was gunning for Skaggs. Skaggs, who was tiring, gave way to Sellards late on lap six.

Notably moving through the pack was Wey. Starting in eighth, Wey passed two riders on lap one, Keeney on lap five and Perolio on lap six. Wey now had his sights set on Skaggs, who was some five seconds ahead of him.

Carmichael, meanwhile, pulled away from the other riders and had a seven-second lead by the halfway point. With one lap to go and an 11-second lead, Carmichael's front wheel washed out in a sharp left-hander and the speedster hit the deck. Carmichael recovered, saw that nobody was near him and styled for the crowd in the remaining moments. Carmichael crossed the line for his sixth consecutive main-event win, followed by Sellards, who some eight seconds back. Skaggs would hold on to third in front of a hard-charging Wey.

"I got a holeshot and I'm happy about that," Carmichael said. "I'm going to cool it this week and see how it goes from there - just try to have fun."

"Third here last year, second this year, hopefully win next year," Sellards, who is currently third in the points, said. "The track was good, technical. I rode smart and stayed smooth. The ninth in New Orleans hurt, but there's two left."

"I'd like to podium in these last two races," a proud Skaggs said. "I'd really like to pull off a podium in Vegas, too - that would be cool."

"I got a decent start and passed a few guys," fourth-place finisher Wey said. "I got kind of tired but not too bad for a first race back."

Perolio would hold on to fifth, followed by Keeney and Deegan, who started in 11th. Thomas moved up several positions to nab eighth, followed by KTM-mounted Povolny. Smith, who started in 19th, rounded out the top 10 finishers.

Carsten would cross the finish in 11th, followed by Lorusso, Dement, Lytle, Baker, Horton, Shue, Pestana, Clowers, Dehaan, Evans and, for the record, Reynard. CN

(Above left) FMF/Honda's Brock Sellards took runner-up honors in the 125cc main. (Above) Robbie Skaggs rode his Lemonds Yamaha to a third-place finish.

Trans World Dome
St. Louis, Missouri
Results: April 28, 1998 (Round 6 of 8)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Robbie Reynard (Suz); 2. Cory Keeney (Yam); 3. Brock Sellards (Hon); 4. James Povolny (KTM); 5. Danny Smith (Hon); 6. Jason Thomas (Kaw); 7. Jeff Pestana (Yam); 8. Nick Wey (Kaw); 9. Matt Shue (Suz); 10. Barry Carsten (Suz); 11. Grayson Goodman (Kaw); 12. Mark Burkhart (Hon); 13. Joseph Oehlhof (Hon); 14. James Eickel (Kaw); 15. Eron Ezerins (Suz); 16. Jacob Martin (Suz); 17. Shae Bentley (Kaw); 18. Brian Deegan (Kaw); 19. Tom Clowers (Hon); 20. Charlie Bogard (Suz).
Time: 5 min., 42.490 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Ricky Carmichael (Kaw); 2. Robbie Skaggs (Yam); 3. Jeff Dement (Yam); 4. Shaun Perolio (Suz); 5. Casey Lytle (Hon); 6. Jeff Baker (Kaw); 7. Tyler Evans (Suz); 8. Doug Dehaan (Hon); 9. Tony Lorusso (Suz); 10. Robbie Horton (KTM); 11. Dennis Owens (Yam); 12. Tony Graves (Yam); 13. Erick Vallejo (Kaw); 14. Ronnie Renner (Yam); 15. Brad Woolsey; 16. Paul Currie (Kaw); 17. Isaiah Johnson (Kaw); 18. Kelly Smith (KTM); 19. Jim Neese (KTM); 20. Scott Davis (Suz).
Time: 5 min., 38.810 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Robbie Horton (KTM); 2. Barry Carsten (Suz); 3. Brian Deegan (Kaw); 4. Tom Clowers (Hon); 5. Paul Currie (Kaw); 6. Tony Graves (Yam); 7. Jacob Martin (Suz); 8. Dennis Owens (Yam); 9. Charlie Bogard (Suz); 10. Jim Neese (KTM); 11. Kelly Smith (KTM); 12. Shae Bentley (Kaw); 13. Erick Vallejo (Kaw); 14. James Eickel (Kaw); 15. Grayson Goodman (Kaw); 16. Joseph Ohelhof (Hon); 17. Ronnie Renner (Yam); 18. Eron Ezerins (Suz); 19. Brad Woolsey; 20. Mark Burkhart (Hon); 21. Isaiah Johnson (Kaw); 22. Scott Davis (Suz).
Time: 3 min., 53.900 sec.

125 MAIN (15 laps): 1. Ricky Carmichael (Kaw); 2. Brock Sellards (Hon); 3. Robbie Skaggs (Yam); 4. Nick Wey (Kaw); 5. Shaun Perolio (Suz); 6. Cory Keeney (Yam); 7. Brian Deegan (Kaw); 8. Jason Thomas (Kaw); 9. James Povolny (KTM); 10. James Povolny (KTM); 11. Barry Carsten (Suz); 12. Tony Lorusso (Suz); 13. Jeff Dement (Yam); 14. Casey Lytle (Hon); 15. Jeff Baker (Kaw); 16. Robbie Horton (KTM); 17. Matt Shue (Suz); 18. Jeff Pestana (Yam); 19. Tom Clowers (Hon); 20. Doug Dehaan (Hon); 21. Tyler Evans (Suz); 22. Robbie Reynard (Suz).
Time: 14 min., 14.270 sec.
Margin of victory: 8.006 sec.

125cc TOYOTA TRUCKS/THOR/PARTS UNLIMITED/AMA EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 6 of 8 rounds): 1. Ricky Carmichael (150/6 wins); 2. Robbie Reynard (101); 3. Brock Sellards (95); 4. Casey Lytle (79); 5. (TIE) Jim Neese/Shae Bentley (53); 7. James Povolny (52); 8. (TIE) Tony Lorusso/Cory Keeney (49); 10. Robbie Skaggs (42); 11. Jeff Dement (40); 12. Barry Carsten (39); 13. Paul Currie (36); 14. Jason Thomas (34); 15. Nick Wey (30); 16. Ryan Clark (28); 17. Robbie Horton (25); 18. Tom Clowers (20); 19. Matt Shue (18); 20. Jeff Baker (15).

Upcoming Rounds:
Round 7 - Pontiac, Michigan, April 4
Round 8 - Charlotte, North Carolina, April 18

Briefly...

For the second week in a row, defending Supercross Champion **Jeff Emig** did not compete. Emig is still suffering from a strained back ligament that first surfaced at the Daytona Supercross. Emig, who is originally from Missouri, says he will also pass on next week's (April 4) Pontiac Supercross in Michigan but is hopeful he will be ready for Charlotte on April 18.

So how has the loss of **Jeff Emig** affected the Kawasaki team? "Because of the individual nature of each of our athletes, we look at it as an opportunity to shine, show what they can do," team manager **Bruce Stjernstrom** said of teammates Ryan Hughes and Damon Huffman. "Jeff has carried the torch for the last three years. We've told Ryan and Damon, 'Here's your opportunity, take advantage of it.' We're hoping they ride to the challenge. "

Also sitting out the St. Louis Supercross was Team Suzuki's **Greg Albertyn**. It was Albertyn's second no-show in a row. Albertyn took a couple of hard falls at the New Orleans Supercross three weeks ago and is still too sore to race. "We thought he was going to be able to ride this week," Team Suzuki manager Roger DeCoster said. "He tried to practice on Tuesday but was in too much pain." DeCoster added that Albertyn's MRI on his upper back region came back negative (no broken bones or torn muscles) and his physician believes the problems are nerve-related.

Still on the injured list is Team Noleen's **Tim Ferry**. Ferry injured his knee at the Tampa Supercross on March 1 and is expected to miss the remaining rounds of the Supercross Series and start his comeback at the outdoor National series opener in San Bernardino, California, in May. Also still out is Kawasaki of Mexico/Tecate's **Phil Lawrence**, who is on the mend with a broken collarbone.

While a few riders were absent at St. Louis, another few returned to action at the Trans World Dome, one of which was Team SplitFire/Pro Circuit/Kawasaki's **Nick Wey**. Wey suffered a slight shoulder dislocation at the Indianapolis Supercross and missed the Tampa, Daytona and Minneapolis rounds of the Eastern Regional 125cc Series. Wey, however, did compete a week earlier at the Spring National Amateur MX at Lake Whitney, Texas, where he finished second to Robbie Reynard. Wey finished fourth in the 125cc main. Also returning to 125cc East Coast SX action was FMF/Honda's **Danny Smith**, who injured his wrist at the Daytona Supercross. Smith finished 10th.

Team Honda's **Ezra Lusk** felt confident before the St. Louis main event. Team Honda manager Cliff White said before the evening's racing program that Lusk's fracture in his left hand has healed, and he is hopeful to nab his third win of the year. "Ezra's had a bit of a mental let-down because of the injury," White said. "He needs to pull himself out of that, and it's been difficult for someone as serious as Ezra to do that." Lusk said, "My wrist is 100-percent healed - it's time to start winning again."

One of the big questions in supercross right now is whether or not **Ricky Carmichael** - whose chances are good to win the title in the 125cc East Coast Series, which will come to a close April 18 at Charlotte, North Carolina - will make his 250cc debut at the Dallas Supercross on April 25. The one man with the answer is Carmichael's team boss, **Mitch Payton**. "We don't plan on it," Payton said. "It is something to consider, though, because the race is going to be televised on ABC the next day, and that could be good exposure, but it could backfire. We have the Nationals to think about." Carmichael said, "I'd love to ride the 250s, but it's up to the team manager."

The Answer-backed, Primal Impulse/Bill's Pipes/Suzuki team picked up a new rider for the '98 season - **Tony Lorusso**. "We'll work with him (Lorusso) in the next few rounds, then go hard with him at the outdoor Nationals," said Primal Impulse mechanic Rick Blasingame. Lorusso was recently discharged from the F&S Suzuki team.

Now that the AMA/PJ1 Arenacross Series is over, some of the arenacross regulars joined up with the Supercross Series at St. Louis, including Cliff Palmer, Mike Jones, Grayson Goodman, Todd DeHoop and Jeromy Buehl. Even second-place finisher in the arenacross series **Chad Pederson** came to St. Louis - but did not race. After buying a $780 plane ticket, Pederson arrived at the Trans World Dome but was not allowed to race. The AMA would not issue Pederson a pro license at the race. "I didn't fill out the paperwork in time," Pederson, "but I thought they would issue me a license anyway. They used to issue licenses on the day of the race, but I guess they don't do that anymore. All you need in arenacross is an AMA membership card. I'll just relax tonight, have fun and watch." Palmer had the most success of the arenacross stars, finishing 11th in the 250cc main. Buehl finished 17th. Jones, DeHoop and Goodman failed to qualify for the main events.

After coming up short by inches last week at Minneapolis, Team Suzuki's **Mickael Pichon** took the 1-900-PRO-RACE Holeshot Award in the 250cc main (a first for Suzuki) and, with it, the $1000 check. **Ricky Carmichael** grabbed the $500 holeshot-award check in the 125cc main.

Bromley Suzuki's **Barry Carsten** tried qualifying for both the 125 and 250cc main events at St. Louis. Carsten accomplished half his goal by making it to the 125cc feature where he finished 11th.

So what is the key to Kevin Windham's recent success? "It's the yellow lenses," said **Bevo Forti** of Scott goggles. "Ever since he started using yellow lenses, he's gotten two firsts and one second-place finish. It's the lenses, I tell ya. "

Danny "Magoo" Chandler aboard a works Honda at the Mammoth Mountain Motocross in 1984.

Forging On

Through his race-winning, go-for-broke approach to motocross, Danny "Magoo" Chandler became one of the sport's greatest folk heroes.

By Eric Johnson

"It was the weirdest thing," said former AMA 500cc National Champion Darrell Shultz, reflecting on a telltale moment from his youth. "My father was at a local Northern California enduro, and I was there watching him. While sitting on my Schwinn Stingray bicycle - the full-on chopper bike with the banana seat and curled handlebars - I saw this wild little kid doing these unimaginable jumps on his bicycle. There was this big crowd of kids around the jump and he would peddle towards it as fast as he could. He was on some type of Schwinn and just whipping it. In fact, he was the first person I had ever seen whip a bicycle like that. I was so in awe of him that I felt compelled to go over and meet him. He was this short kid and he was all red - all red hair and freckles."

Shultz didn't realize it at the time, but the young Schwinn pilot's name was Danny Chandler, and little did he know what effect the young man would ultimately have on the sport of motocross in the years to come.

In fact, the scene of Chandler riding his bike - whether it be powered by his fast-moving feet or eye-stinging premix - pell-mell toward the face of a jump and launching off of it much to the awe and appreciation of the people gathered next to it was something that would eventually make him a household name to motocross fans around the world.

To this day, Danny "Magoo" Chandler is arguably the most colorful and courageous motocross racer this nation has ever produced. In possession of brilliant speed and an enormous amount of strength and courage, Chandler was the raging bull of the U.S. motocross circuit. From the early days of terrorizing the slam-bam local tracks of Northern California or intimidating the unflappable Bob Hannah at Saddleback in 1979 to thrilling a nationwide TV audience during ABC TV's Superbikers and pulling off the greatest Motocross des Nations performance in the event's hallowed 52-year history, Chandler, through his race-winning, go-for-broke approach to motocross, became one of the sport's greatest folk heroes.

Sadly, it would all end in tears when Chandler, after attempting to thrill the spectators - as he always did - crashed at the Paris Supercross in 1985. The seemingly harmless shunt resulted in a serious spinal-cord injury, paralyzing the beloved motocross racer. After a touch-and-go period in a Paris hospital, Chandler finally returned home. It was there that he fell on black days. Now a man without a sport, Chandler struggled to come to terms with life in a wheelchair, and he went through a period of dark depression and personal struggle that, for all intents and purposes, saw him fall off the face of the motocross world.

Fortunately, as time went by, Magoo shook it all off. Turning to what always meant the most to him - racing - he found the strength to forge ahead and bashed out a new niche for himself in the sport.

In 1981, Danny Chandler blew the author's mind at the Mid-Ohio Valvoline 125cc United States Grand Prix of Motocross. Struggling to hold our balance in the deep Ohio mud, my younger brother, Gary, and I would wait for him to come around each lap as near our vantage point was a massive tree root. Chandler, on a box-stock, yellow RM125, would launch off it, be kicked sideways, and fly - completely out of shape - into the following corner. In direct contrast to the same section, the world's best 125cc pilots at the time - Harry Everts, Gaston Rahier, Michele Rinaldi, Eric Geboers, Mark Barnett and Johnny O'Mara - would gingerly roll through the safe (and slow) inside line. From that experience, I found myself following the brilliant career of the Northern California racer.

> **"I got the name 'Magoo' because I was always running into things..."**

Recently, after numerous attempts to track Chandler down, I was provided with a phone number by Greg Fox at Fox racing. Upon dialing, the phone rang, and to my surprise, it was answered by Magoo. Finding him friendly, funny and animated, we began a conversation that lasted a couple of hours, and I learned much more about the life and times of Danny "Magoo" Chandler.

"I'm from Foresthill, California, which is in between Lake Tahoe and Sacramento, and I've lived my entire life in the area," said Chandler from his home on a Saturday morning.

"My dad was into bikes and I grew up around them, and the first bikes I climbed on were Honda 50s and old Step-throughs. My dad raced and I started to ride at age 4, and I started racing when I was 9. My first race was in Marysville, California, at MMM Raceway, on a Yamaha Mini Enduro. I won and kissed a girl - the trophy girl - for the first time," he recalled with laughter. "I was really hooked from the very beginning."

While motocross is chock-full of nicknamed racers, Chandler's is one of the most indelible. Just where did the clever name "Magoo" come from?

"My dad had nicknames for everyone," Chandler laughed. "My mom's name was Mary Jane and she had red hair, so my dad nicknamed her 'Big Red.' My oldest sister got the nickname 'Little Red,' while my little sister, who had black hair, was nicknamed 'Blackie.' I got the name 'Magoo' because I was always running into things..."

After the aforementioned Schwinn jumping era, Chandler turned to full-sized motorcycles at a very young age. And while he had spent some time on the nascent, ring-ding minicycles of the era, he and his father felt he was ready for something bigger and more powerful - a CZ 250.

"We did the CMC races," Chandler said. "I started racing with them when I was 11 years old on a CZ 250. I had to have a CZ because Brad Lackey had one, and he was my total idol. One of the problems I faced then was there weren't that many places that would let me race because I was too young. Back then the mini races were more of a half-time deal and I couldn't race AMA events until I turned 14. However, with the CMC, I was able to race the Expert class at a real young age. When I eventually got to race with the AMA, I was protested all of the time for being too young. I was winning at a young age, so that caused a lot of trouble for me.

"It took me about a year to get up to speed in the Expert class, as I had to race against fast guys from Northern California, like Pat Richter, Danny Turner and Darrell Shultz," Chandler said. "We were real bar-banging fools, Shultz and I, right from when we were kids. We talked and everything and got along, but we were very competitive with one another and didn't grow out of it until late in our careers."

"I first met up with him on the motorcycles at a local Northern California race," said Darrell Shultz, who together with his regional adversary would climb the ladder to motocross stardom. "He and Pat Richter were just kicking everybody's ass. I'd see him at the gate at the local races and was in awe of him. When I finally beat him six months later, it was like winning a national championship to me."

"Racing was a total obsession right from the beginning," Chandler said. "I mean I would ride my minibike to school. I was kind of a quiet and withdrawn kid, and my bike was my strength, my world, and my domain - I was never intimidated when I was on it. At 16, I got my pro license and rode Hangtown and qualified, but ended up blowing the base gasket on my KTM 125."

After a stint as the totalitarian ruler of the highly competitive Northern California scene, Chandler got serious. Armed with a small budget and a couple of RMs that had been seriously worked over by DG, he jumped headfirst into the fray of AMA professional motocross.

"In 1977 I hit the Nationals full time and was sponsored by Ready Mix. They gave me a budget of $15,000 and we went down to Southern California and bought DG Suzukis with it. The year went good, and I was able to run with guys like Bob Hannah, but I crashed a lot. Then, in 1978, I rode the Nationals on a Suzuki RM125 sponsored by BJ Cycle in Pittsburgh, Kansas. I did pretty well and my best finish that year was a third overall at the Trabuco Canyon (California) National. I should have won that race. I got the lead in both motos, but got tired and let (Mark) Barnett and (Broc) Glover go past me. Later in the season, Jim Moore, Bob Moore's dad, who operated Pro Trac Trailers, offered to help me and gave me some sponsorship."

"In the late 1970s, I was sponsoring a couple of local guys in Northern California and Danny caught my eye," said Jim Moore, Chandler's first significant sponsor in the sport. "I gave him bikes and parts and support on the road. He was a wild man and had a lot of talent. I knew then that if we could get him going in the right direction, he could be a World Champion. In fact, I remember once at Hangtown, he had a get-off while wide open in fifth gear. He and the bike must have flown 150 feet. The bike went one way, and he the other. However, he got up, dusted himself off, and got back on and took off. With that kind of desire, I knew he could be a winner."

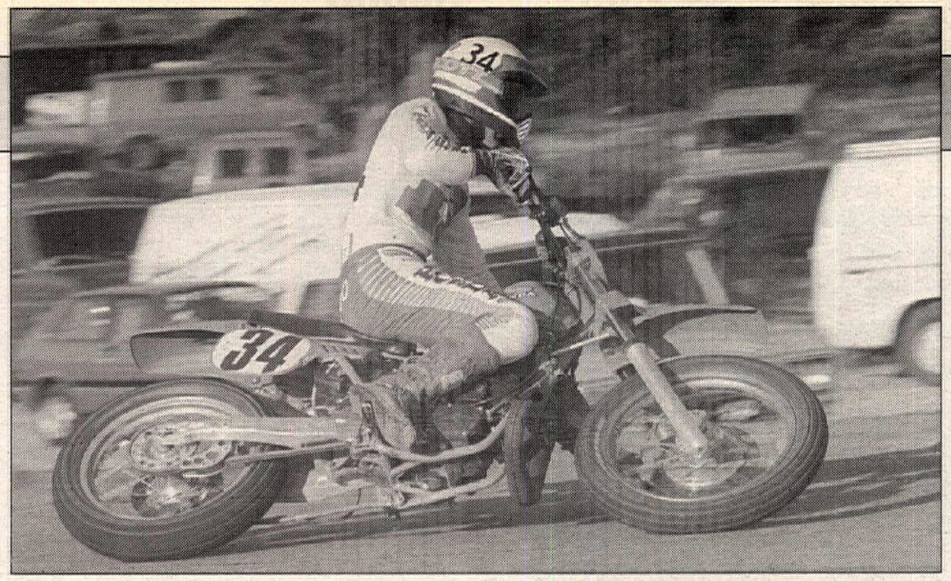
On the eve of the 1979 season, Chandler joined forces with Maico. A mere shadow of what they once were in America (and around the world, for that matter), the German marque hoped the young Turk would help breathe life back into their fast-crumbling brand name.

"In 1979, I raced a metal-tank Maico 250," said Chandler. "After the season opener at Hangtown, we went down to Wheelsmith Maico in Southern California and did a lot of motor work on the bike. We would drill out parts to shed weight and do anything else we could to make it lighter."

Then, on a sunny April Sunday afternoon on the outskirts of Orange County, California, Danny Chandler pulled into Saddleback Park and put in a performance that became legend. Mounted on the big and loud Maico, Magoo crossed swords with the world's then-preeminent motocross rider - Bob Hannah. And much like Steven Speilberg's first movie, "Duel," Chandler stalked the champion - his image filling up his quarry's rearview mirror - to the point that Hannah feared for his safety and well-being.

"...My bike was my strength, my world, and my domain - I was never intimidated when I was on it."

"At the first race at Saddleback, we passed each other back and forth throughout the entire first moto. I remember that, after Banzai Hill, we would come up towards the announcer's tower, and I would wave him (Hannah) by," Chandler recollected with a laugh. "I was playing total head games with him. I always wanted to beat him in the worst way and I was doing everything I could to intimidate him. There was a set of jumps there that day, and during the first practice session, I looked at it and knew I was going to jump it. That's how I always was: If I thought I could do something on the track, I would do it. I did the first practice lap, and on the very next lap, I jumped it; it was so cool. During the next few laps, all these spectators started watching the jump, and I would just whip the bike and get the rear tire out towards the fence and push them back. I loved doing that - pushing the spectators back from the fence. I was the only one doing the jump and everyone was just blown away. I was like: 'What's up?' I didn't think it was that big of a deal. Eventually, Hannah had to do it in the race, as well. In the first moto, I led for a long time but got tired and got second. In the second moto, the engine blew up. I believe it was due to the fact that we had been cutting the back skirt off the piston, and we just stuck one."



In 1982, Chandler also won the made-for-TV Superbikers race at Carlsbad.

"That day at Saddleback was very memorable," said Jim Moore. "He was the first one to clear the big jump there - in fact, I think they began calling it the 'Magoo Double Jump.' He was always pulling stunts like that. Also, there was a big north vs. south thing going on then. We were all from Northern California and racing in Southern California was a big deal for us. I knew he could beat Bob there; we talked about it beforehand. In fact, I knew that Danny could beat anybody."

Greg Arnette, the current visionary behind Arnette sunglasses and a former mechanic and team manager on the AMA motocross circuit, and who was at Saddleback that afternoon, remembers: "Bob would pass him, and Danny would pass him back. Danny was running that big Maico, and I think something even fell off it during the race, but he kept going at it with him. When they came to that big uphill double jump, which was like a big ditch with another jump up above it, Magoo would hit it, jump, and land way up the hill. I remember Hannah just shaking his head like, 'You're crazy.' Hannah would catch him in another section of the track, but then Danny would just fly over his head over the jump."

Shortly after the Saddleback National, Chandler experienced a few nagging injuries that ultimately sabotaged his season. As a result, he returned to Foresthill and regrouped for the 1980 campaign.

"1980 was another Maico year and it didn't go very well. I lost my mechanic, Bill Duprado, who had a big fight with Maico over the bikes. We weren't getting the things we were being promised by Maico, and I was just a kid and didn't want to lose my job. Eventually, things went to shit with Maico and I had to look elsewhere for help. In 1981, I rode one of the new water-cooled RM125s, again for Jim Moore at Pro Trac Trailers. Jim gave me a trailer, and paid for gas and food. I spent a lot of time on the road and was growing as a rider. I was riding good and it was really a box-stock era in my career. I was riding primarily stock stuff, but I was happy because I just wanted to be there, racing."

After finishing ninth in the 1981 AMA 125cc National Championship point standings - his first top-10 finish - Chandler returned home and began working the phone in an attempt to put something together for 1982. It was there that he fielded the phone call that changed his professional career.

"Later in 1981," said Chandler, "I was up at my house in Foresthill trying to get a KTM deal put together, as I was really ready to go racing again. Suzuki was helping me with a bike, parts and a truck, but I was hoping for something bigger. I got a phone call out of the blue from the guys at LOP racing. Jim Tarantino, who was riding for them then and getting ready for the Trans-USA Series, had broken his foot, so LOP gave me a call and asked, 'Want to ride for us?' I flew to Illinois and began testing the Honda 480, which was just great, on their private track with Mike Brown.

"The Trans-USA opener at Mid-Ohio was my first race with the team, and I won both motos. I went on to win every moto in the series but one, and everything was so cool. I had a box truck, mechanic, and Team Honda was supporting them, so I had great equipment and my head was beginning to swell as I gained more confidence. I was able to practice a lot and really get around the race scene. I was really starting to take the sport more seriously, as well. I had quit smoking pot when I was 18 or 19. That may not sound very good, but coming from the hills of Northern California, where they grow a lot of that stuff, there was always a lot of it around. I knew the LOP ride was the break I needed. I was running and training harder than ever and that really helped me."

Through the LOP ride, and a lot of talent, determination, and tenacity, Chandler had arrived - rubber side up - at another level. Through the insight and clairvoyance of a championship-winning mechanic named Greg Arnette, Chandler had totally capitalized on the big break with which he had been provided.

"Greg Arnette helped get me picked for the LOP team. He had taken a real shine to me and took me into his house when we were on the road and helped coach me. Greg was the one guy I finally listened to; I really respected what he said."

"I coached him along the way," Greg Arnette recalled from his home in Florida. "I was running Honda's production team then and it was our job to prove that Honda's production bikes could win. I had to teach Danny that you just don't go crazy and have to win by a mile. You don't go out and jump over everybody's head, get a big lead, then crash. I told him that firsts, seconds and thirds won championships. It took me forever to beat all that into his head.

"We gave him bikes through LOP, which supported him as a team," continued Arnette. "I knew he had all the talent in the world, but no one had coached him on how to win. He would just screw the throttle wide open, and I really had to work with him and preach that you need to be consistent - I brought that to him through my work with Kent Howerton. I kept teaching him that it was okay to hold third place in a moto if it got you the overall. We'd work with him before and during the race and always tell him where he was on the track. It all took a little while, but he caught on and we would keep explaining: 'This is how you win championships. Don't get bummed out if you get a third- or a fourth-place finish in a moto.'

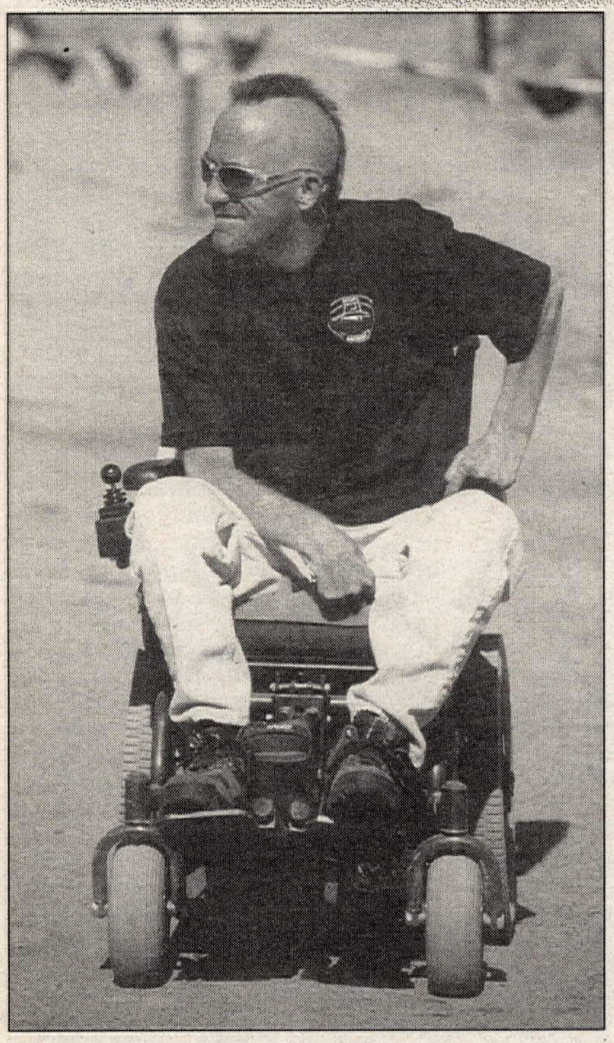
"Dave Arnold and I worked closely together. Part of my job was to help the production guys slide into the factory team. We would always communicate together, then stand back and look at the production guys and decide who had the talent to ride for Team Honda and be a champion. I remember telling Danny during the 1981 Trans-USA Support Series, 'If you can win this series, and show confidence, and smart riding, it could open the door for a full factory ride with Honda, which would provide you with works bikes and a good salary.' With that, he saw the light and ended up winning the title. No one thought he could do it, but he did."

That off-season, Team Honda came calling, and Chandler was signed to a full factory deal with the world's most powerful motocross team. Through the help and advice of others, Chandler was called up from the "farm team" in order to take his place on the works squad in "the big show."

"Greg Arnette was the one that told me I had to calm down," explained Chandler in regard to his new job at the factory. "And that was a daily issue with me - I mean even my mom was telling me that. Between Greg and Roger DeCoster and Dave Arnold at Team Honda, I ended up with a factory ride. Roger DeCoster helped me out so much. I'd come in all pumped up after riding a 45-minute moto and sit in a lawn chair to try and calm down, and I would just watch him relate with the mechanics and the riders. You could tell immediately that he knew so much and I had so much respect for him."

"We had a big support team at the time that was being run by Greg Arnette," Roger DeCoster said. "Danny was already on a Honda at LOP and we were looking at him for the Honda support team. We could tell right away that he was much faster than anyone on that team, and we eventually snagged him for the factory team. We were looking for someone with charisma and color. We felt that the factory team needed to be lightened up a little bit and that Danny would fit in well. While O'Mara, Hansen and Bailey were great, they didn't have the same amount of charisma as Danny. It all worked out well. Danny never won a championship, but

Danny "Magoo" Chandler



Today, Chandler promotes bicycle races and has an interest in small businesses and non-profit organizations. He also helps people with disabilities.

he and his riding generated so much publicity for us."

That summer, Magoo Chandler caught fire. On a gray and misty day in Carlsbad, California, Chandler scored the first big win of his career - the Carlsbad 500cc U.S. GP of Motocross. And from there, he went on a rampage that made him the fastest - and most popular - motocross racer on earth.

"In 1982, I really started getting it all together. I got lucky and won the Carlsbad 500cc U.S. GP of Motocross. I think what helped me was that I ate a chili burger for breakfast - I was full of gas," said Chandler, laughing. "No, I got good starts there and I always liked to run with Darrell (Shultz), who was the fastest rider there that day and would have been right there, but he had a bum leg. He rode in a lot of pain that afternoon and I really felt for him. After I won, I was on top of the world."

"In 1982, we rode as teammates at Honda and were getting along great by that time," Shultz said, explaining how the two had come from jumping bicycles over stumps and mounds of dirt to being teammates at Team Honda. "We finally had become good friends. We had come all the way up to the top levels together, and Danny was one of those weird guys you would be terrified of, because he could beat you by 30 seconds if he wanted to. There were only a handful of guys in the history of the sport that could terrify you like that."

Later that season, Chandler showed up in Carlsbad to ride in "ABC's Wide World of Sports' Superbikers." Purpose-built for TV, "The Superbikers" brought the world's best motorcycle racers together on a one-off track made up of various dirt and asphalt sections that catered to road racers, dirt trackers and, of course, motocrossers. Though it was an event long dominated by motocrosser-turned-road racer Steve Wise, Chandler made the race his own, pulling off one daring high-speed maneuver after another on his way to the big win.

"'The Superbikers' was a great race," Chandler said. "Steve Wise had been the dominant guy in the event, and it felt good to go out and beat him. Gavin Trippe, who promoted it, put together a hell of a race, and always has. It was a very unique race for me. I got to ride with Eddie Lawson and Ricky Graham, who I met for the first time there. In fact, Ricky and I had a lot in common, as we were both from Northern California and his cousin lived right by me. We hit it off immediately. We would always chew Copenhagen (tobacco) together and we just became friends instantly. I was very saddened by his death recently. We used to take things to the kids in the hospital and all that - I'll really miss him."

"Magoo was a lunatic," said Trippe, who also promoted the Carlsbad U.S. GP of Motocross, from his home near San Diego. "He was just a great character and had talent up the butt. He was the motocross equivalent of Dave Aldana, the great dirt tracker and road racer. He was one of those guys that had an abundance of talent and was really loose on the track. It wasn't that he wasn't dedicated, he was just really relaxed. Danny didn't realize how much talent he had.

"I believe that 'The Superbikers' made his name," Trippe said. "He came along and beat Steve Wise, who had been dominating the event. Everybody at ABC loved Magoo because he had so much character. We were a TV show and we needed somebody like him. Sam Posey, who covered the races for ABC, was just in awe of him."

While lounging around at the "Superbiker" event, Chandler was approached by Roger DeCoster and asked if he would be interested in being a member of the American Motocross and Trophee des Nations team. The year before, Johnny O'Mara, Donnie Hansen, Chuck Sun and Danny LaPorte - all Team Honda riders - had defeated the Europeans for the first time in the World Team Championship of Motocross, and DeCoster was beginning to pull the pieces together for a repeat assault in '82.

"At the 'Superbikers' event, I was told I'd be on the 1982 American Motocross and Trophee des Nations team as an alternate, and that was cool with me," Chandler said. "By the time we left for Europe, I had been drafted on the team as one of the four riders to represent America. I had never been there and when I got off the plane, the first thing I had to do was figure out what direction was north - I had to know where the sun came up and went down. At the airport we rented a BMW, got on the autobahn and got it going 140 mph. I was the full-on tourist, taking pictures of the speedometer and everything. Being there was a weird deal because my body clock was all off, but I felt really good. We had a lot of fun before the races began. I bought a radio-controlled car, and I remember one time Johnny O'Mara fell asleep and we put whip cream all over him. I was so relaxed there, it was sick - I enjoyed being in a new world. It was a new place and I felt very confident."

In the early 1980s, the Motocross des Nations operated with a completely different format than today's current three-man version. Held over two weekends, the first event - the Trophee des Nations - consisted of each nation sending out a four-man team aboard 250cc motorcycles. The second weekend followed the same format, but was called the Motocross des Nations and was contested with 500cc bikes. That September, the Americans grooved into Gaildorf, Germany, for the Trophee des Nations, and Chandler and his teammates Johnny O'Mara, David Bailey and Jim Gibson were ready for war.

"During practice, there was this killer downhill with a jump at the bottom," Chandler said. "I'd hit it in fourth gear and jump up toward this clump of trees wide open. I was flying so far, I'd have to duck my head when I flew towards the trees. The next day, during timed training, I would take off on that same jump and wasn't coming anywhere near the same trees. I was worried and told Roger DeCoster that I wasn't getting the same distance off the jumps in that section. Later that afternoon, we found out that the reason I thought I wasn't flying as far was because they had come out the night before and cut all the trees back."

After the opening ceremonies, Chandler felt strong and confident. And from the moment the gate clanked heavily onto the hard-packed Gaildorf ground, he took off like a scalded cat. Once into the lead and all alone, Chandler roared around the sweeping, high-speed, blue-grooved Gaildorf circuit in a league of his own, winning the moto with apparent ease.

"I knew I had to get a good start," he said. "After the gate dropped, Johnny O' and I were up front at the head of the pack. I felt great, because I really liked the track. It was fast and there were a lot of holes. I got lucky because I rode strong and didn't fall."

The second moto was a different story, as Chandler faced an aggressive adversary. Clad in yellow and black, the antagonistic foe wasn't a renowned European racer - but a sugar-crazed bee.

"When we first got to the track in Germany, I thought, 'Shit! It's all apple fields,'' laughed Chandler, who is allergic to bee stings. "There were bees everywhere. I was comfortable, though, because we had brought my bee-sting kit with us. Sure as shit, while racing in the second moto, I got stung. He hit me in the throat and I could feel him wiggling in the front of my jersey and he ended up stinging me on the neck - I knew it right away. What was funny, at the time, was that there were seven laps left in the race, but the mechanics and team members kept putting up the 'four laps to go' sign. I knew I would make it, but I was itching so bad. When I got off the bike, I was itching like crazy and looking for anything to scratch with, and that's when hell really broke loose."

"I wanted him on the team," said Roger DeCoster in regard to Chandler's performance that afternoon. "I didn't think he would win both motos, but I thought he had a chance at the overall. He was so much faster than everyone that he got all the attention. In fact, he was so fast, people over there thought he was on drugs. After the second moto, where he got stung by the bee, he came off the bike at the finish line and he went to grab a wire brush to scratch himself. He rubbed his body raw with it. While this was going on, an old guy from the Belgian federation, who was also a longtime affiliate of the FIM, saw what was going on and thought Chandler, who was as red as a tomato, was on drugs. For a while, some of the Europeans wanted to protest the results, but fortunately a local doctor was there and realized what was going on. He explained the situation and quickly got him an antidote."

After all the calamitous finger-pointing and confusion subsided and cooler heads prevailed, Team America and its hero Danny Chandler stood atop the victory podium and listened to the National Anthem. A few minutes later, they packed up their belongings and hauled toward Wohlen, Switzerland, for the next weekend's Motocross des Nations. Would they make it two in a row? Sure they would - they had Danny Chandler.

"The next weekend in Switzerland was the same thing. I was really relaxed and the whole week up to the race was cool. It was there that for the first time I watched how a European motocross track was put together. The track workers came out and put stakes in the ground and put on two layers of rope to keep the fans behind and that was it. I thought that was so cool."

For Chandler and his steadfast mechanic, Steve Carter (to whom Chandler referred as an "awesome guy" throughout this interview), the stone-strewn Swiss circuit was the site of another two-moto romp of Europe's best. Roger DeCoster, who was managing the American team for the second consecutive year, recalls the eventful afternoon vividly.

"There were a lot of rocks on the track in Switzerland, and, before the first moto, the mechanics were putting hand guards on the bikes," DeCoster recollects. "When it came time for the first moto, Danny went to the line with no chest protector on. I mentioned to him that he should put one on because the rocks there would level him. He said to me with a grin, 'Don't worry, I'll get into the lead right away.' He was so fast that he would do these wide-open drifts through the berms and corners and just blow things up with the rear wheel. Our own guys couldn't believe how fast Danny was going over there. I remember in one of the motos in Switzerland, Johnny was up front and Danny came up on him. He was in such a hurry to get to the front that he would come through the mechanics' area, sliding the bike with one hand on the handlebars and the other off, and waving and signaling for O'Mara to move over for him."

Magoo Chandler returned to America a hero. The man a number of people had considered the weak link of the American effort had pulverized anyone and anything that dared to get in his way over in Europe. After all the hoopla had died down, reality set back in and Chandler began preparing for the 1983 race season. It would prove to be a fruitful year for the now seasoned - and battle-hardened - veteran, as he won the first two 500cc Nationals at Hangtown and Saddleback, along with round five at Mount Morris, Pennsylvania, and the season finale at Millville, Minnesota. When the big 500cc bikes rolled beneath the checkered flag for the final time at Millville, Chandler had earned enough points for third overall in the final season points tally behind champion Broc Glover and Kawasaki-mounted warhorse Kent Howerton.

"1983 was good, because I was doing what I had always wanted to do - race motorcycles and train," Chandler said. "However, I was drinking way too much, going to clubs and driving around in my Porsche 928. I was living the high life and being stupid. Looking back, it was all really stupid, and I was getting out of hand - the life took a hold of me.

"One afternoon, after the season was over, I was in my back yard blasting laps, and I fell off and fractured my skull and broke my jaw in two places. It was a real hard crash, and it took me two years to get over it. I'm still deaf in one ear because of it."

The crash would begin the downward spiral in Chandler's results which ultimately cost him his job at Honda. And as if that weren't enough already, Magoo fell victim to a temptation that unfortunately haunts many an athlete.

"In 1984, I rode for Honda in the Trans-Cal and did a few Nationals," he said, "but I was still hurt from the jaw incident - it took me so long to get over that. Shortly after that, Honda didn't renew my contract, because it was a big cutback year there, so I was off the team. At that time, I also started doing cocaine. I was at a party, and I was in a lot of pain, both physically and mentally, and I don't know what made me do it, because I was never interested in the stuff before, but I broke down and did it anyway. That was a fatal mistake, because I got in over my head right away. I went through a few months of that and didn't know when it was going to end.

"Fortunately, out of nowhere, Dave Grant, a player in European motocross, gave me a call and asked me if Jeremy Whatley could come over and hang out with me. It was at that point that I shook it all off - the drugs and the booze. I began cross-country skiing, lifting, running - I was really into cross-training like that. Jeremy stayed there with me for three months, and it was the hardest I had ever trained. I went to Europe to race for Alec Wright's Kawasaki team, which was based in the United Kingdom, and was teamed with Georges Jobe, who was their main man. We went to Beaucaire and I won the first two motos, but the swingarm bolt fell off in the third. On the flight home, Alec Wright pulled me aside and told me the way things were going to be with Jobe on the team. I was young and told him where to stick it. A few days later, Grant called and said, 'What did you say to Alec?' I told him and that was that."

"I first met Magoo at an international race that Roger DeCoster put together in Tahiti," said Dave Grant, who today heads up Honda's World Championship-winning factory 250cc Grand Prix motocross team in Europe. "He was racing in it along with Graham Noyce, Hakan Carlqvist, Brian Myerscough and DeCoster. Later, I came into contact with Danny again when Brad Lackey called me, trying to help find him a ride in Europe after he left Honda. We put him in contact with Alec Wright, who was running a factory team for Kawasaki with Georges Jobe as its lead rider. There was no budget for another rider, but we managed to put something together for him. Due to problems between him and Alec, it didn't work out. So I sent him over to KTM. Magoo was a damn good rider and the people in Europe just loved him. Danny was a *people's* rider."

"Grant called me and asked if I would be interested in riding a KTM in the 1995 500cc GPs," Chandler said. "I said, 'Yeah,' and packed my bags for Europe. I arrived three weeks before the first GP and took a week to get the bikes sorted out. Two weeks later, I ran the first GP in Austria and went 4-DNF. I felt pretty good, but we had a lot of suspension problems with the bike there. At the second GP in France, I got lucky and won the overall. I was real happy that I had gotten over the big accident that I had, and that I could finally ride again. I should have won a number of GPs, but I made a lot of mistakes. A few more races into the season - I think it was the fifth or sixth GP - we were racing in Italy, and the next thing I know, I wake up in a hospital with a concussion and a dislocated shoulder. I was out of it for the year and I went back to the States.

"During that downtime, I received an offer to ride for a Kawasaki team put together by the Italian importer there. I signed a contract for $90,000 and took in a lot of additional money from Clover (a clothing company). I was really happy with the deal I had set up for the new season."

"I would just whip the bike and get the rear tire out towards the fence and push them [spectators] back."

Excited about the possibilities for the fast-approaching 1986 race season, Magoo hopped on a plane and headed overseas to compete in a few hand-picked, lucrative international supercross events - which were all the rage at that point in history. After the first event in Italy, Chandler headed for Paris - and head-on toward the darkest moment he would ever experience.

"I went to race in Genoa, Italy, and we were supposed to receive our start money for the following week's race in Paris, France," Chandler said. "We never got the money, and I told them I wasn't going to go - but I did. I crashed very hard that night, but I don't remember much about it. I was really messed up. I had an out-of-body experience, and I was in another world. I had suffered a bad C4 spinal-cord injury and was in bad shape. It wasn't so bad at the beginning, because I knew I could do this and that, and I kept thinking, 'I'm going to walk.' I couldn't get home at first and everybody panicked. There was a lot of talk that Magoo was stranded in France and he couldn't get home."

Soon after Magoo's career-ending accident, word quickly spread around the world that his years of taking big chances had caught up with him. Sadly, his longtime brother in arms and homeboy Darrell Shultz got the word while in Australia.

"Danny and I raced in Australia just before he got hurt," Shultz said. "As a matter of fact, he took me out on the last lap and sent me to the hospital. I was really pissed at him, but I had done the same thing to him so many times that it wasn't that big of a deal. I was still in Australia when I heard that he was paralyzed. The moment I found out, I packed my bags, flew home, and never raced motocross again."

"Eventually, they got me home and, man, it was real up and down," Chandler said. "I was a total idiot. I was a grump, and I ran my wife off. My mom passed away from cancer - and it was just wall after wall. A few years later, my dad passed away, and I was doing a lot of drinking and a lot of dope. I was looking for excuses and it was all so stupid."

After a serious bout with depression and alcohol that left many friends fearing for his well-being, Magoo Chandler found his way out of the deep blue funk that had shrouded his life. Turning back to the sport that had both provided him with some of the best moments in his life and some of the darkest, Chandler began putting all the pieces back together.

"Danny really went through some hard times when he got hurt - harder than a lot of people realize," said Greg Arnette, who spent many a late night on the phone with Chandler as he desperately tried to make sense of it all. "He called me a few times and was really distressed. He almost wanted to check out and take his life a few times. However, he made it through and, in my opinion, won the biggest championship that there is - he went on with his life. Danny made the best of the cards he had been dealt."

"You know what helped me get through it all?" Chandler asked after an extended pause. "Reading my name in the magazines. The image I was leaving behind wasn't right. I was looking back, deep in my career, and the image I had created wasn't right. I didn't want to be remembered for wildness, both on and off the track. That wasn't Magoo, and I didn't like it. I wanted to be remembered as a winner and not for all the craziness."

Back on the gas and feeling better, Chandler put his nose to the grindstone and began sniffing out projects for which he felt he had an aptitude and affinity.

"I started reading and getting back into the motorcycle scene," he said. "I once remembered reading in a magazine that Johnny O'Mara had ridden in some mountain-bike races, and a few years prior I had promoted a mountain-bike race in my hometown. In fact, Darrell Shultz rode in it. Once I reflected on that, I thought I could put on my own mountain-bike races. I had no idea what it took, so I went to a number of chamber-of-commerce meetings and learned what I could. I mean, how do you tell someone how to be a promoter? So I started going for it, and, at my first race, I had 120 riders. I'm still promoting bicycle races, and I'd like to see a major wheelchair race at Hangtown with a $15,000 to $20,000 purse, to give these guys a chance to make some money.

"The sport's forgotten about a lot of good men. Guys like Ricky Graham and Andre Malherbe (a three-time 500cc World Motocross Champion who was paralyzed at the Paris-to-Dakar Rally), and a number of others, have been forgotten about, and that kind of hurts me. I mean, I think there should be some kind of memorial for Ricky at one of the big race tracks - a big statue of him signing an autograph for a little kid; that would be so cool, man. It seems like sometimes the industry doesn't care about the racers." After a long pause, Chandler said, "Man, these guys are my brothers. I really want to help the riders and all the kids out there. I like to go to hospitals and visit people that get hurt. I also like to get involved in the DARE drug-awareness programs for kids. I mean, motocross is a sport that can help people, and more people in it should get involved. I still really love the sport and would love to be a part of putting 100,000 people in Hangtown for the National there - I think it could be done."

On top of everything else he has going, Chandler has also taken it upon himself to return to school to obtain his diploma and become educated about small business as well as various political issues involving both the riders and disabled people facing serious challenges.

"The riders need to work together and help each other," Chandler said. "McGrath, Hannah, Chandler, (Marty) Tripes, (Marty) Smith need to sit down around a table and take control of issues that involve the riders. I'm going back to school and will be taking classes at Sierra College. I want to get my high-school diploma, which I never got because I dropped out of school in 11th grade to ride the Nationals. I also want to learn more about small business and non-profit activities. Another thing I want to learn more about is the ADA, or American Disabilities Act, that helps out people with disabilities. I would like to help people that are facing the challenges that I have."

Having experienced the highest highs and lowest lows of being a world-famous professional motocross racer, Chandler also feels compelled to educate the next generation of American racers on the dangers and pitfalls of both racing and life.

"Stay away from alcohol and drugs," Chandler said passionately. "Wear all the protective gear that you can: helmets, braces, chest protectors - everything. Don't be a macho man like the ignorant Magoo was."

To this day, mention the name "Magoo" to any true motocross enthusiast, and a smile will likely appear on their face. Whether it was flying through the mud and ricocheting off tree roots and snow fences at Mid-Ohio, or drifting through the high-speed asphalt switchbacks of Carlsbad, or ducking his head below the tree branches while flying as high as a house at Gaildorf, Germany, Danny "Magoo" Chandler was the dazzling showman of American motocross. Week in and week out, he took big chances, jumped over things that weren't meant to be jumped, rode with determination, and built a huge following of adoring fans. But more importantly, Danny Chandler was a winner. His larger-than-life on-track actions were so impressive that many people forgot that the Californian won some of the world's biggest motorcycle races. During his career, Chandler won the Carlsbad U.S. GP, the "Superbikers" race and five AMA 500cc Nationals, and he became the only racer in motocross history to win all four motos at the Motocross and Trophee des Nations - that's an incredible feat when one takes into account that the race has been run for 51 consecutive years.

Said an eloquent Roger DeCoster: "Danny had a big heart. There could be 100 people who would want to fight you, and he would be right there by you. Danny would never let you down - he is a great person. With most riders, you had to push them up and get them motivated. But with Danny, we actually had to settle him down."

Well, as much as they could, anyway. CN

A modern Classic?

Though it looks like a bit of old and a bit of new, the Vincent-based RTV1200 Black Widow is really all new, down to the engine cases.

By Alan Cathcart
Photos by Dirk Melkebeek/Deadline

While the whereabouts of the legendary Australian rider factory remain uncertain, tracking down the location of one of the rather less mythical Aussie bike factories' R&D base reads like a page from a Hobbit novel. "After you exit the freeway north of Sydney, run straight for 29 kilometers till you reach a nothing place called Buckerty," said RTV co-founder Terry Prince when I called him for directions from the Olympic City of the year 2000 - making sure to do so during daylight hours, when the solar panels that provide all his electricity also allowed his phone to work. "Turn left just after the Bush Fire Brigade and head out into the bush for 18 kilometers on a dirt road - it's hardly rained for the past six months, so there'll be a fair bit of dust. Look out for a roof on the right and a Vincent sidecar rig among the eucalyptus: That'll tell you you're in the right place."

Such a remote location deep in the bush, surrounded by koalas, possums and some very stroppy giant goannas, may seem an unlikely birthplace for the first of the new wave of Ozbikes to hit series production - but this is where the RTV1200 Black Widow, inspired by the legendary Vincent V-twin, was conceived, built, developed and refined, all before it enters production in a fully equipped, modern factory many hundreds of miles further north, in tropical Queensland. There, the first batch of a dozen customer bikes is being readied for delivery in April, all presold to local customers (one enthusiast in Western Australia has even bought three!), before work starts on the next batch of 30 machines. Those 30 will include the shipment to Europe, the United States and Japan. After that, say Prince and his partner, Ron Slender (RTV: Ron & Terry's Vincent - get it?), RTV is aiming at progressively stepping up production volume to four bikes per week. This will be accomplished by batch-manufacturing the RTV engine, which, apart from JE pistons made in the United States, is 100 percent Australian-built.

If you had to choose any motorcycle of the vintage era on which to base a modern-day sportbike, it'd be no contest: The Vincent was the benchmark superbike of the postwar era (see sidebar), a sort of vintage equivalent of the 916 Ducati which - though built in Britain - was in fact designed by an Australian, the legendary Phil Irving. That kind of makes it appropriate that, 40-something years after the last Vincent rolled out of the Stevenage factory, an updated version of Irving's visionary engine design should be developed Down Under to power a modern sportbike, created by a man such as Terry Prince, who has devoted his life to the Vincent marque - including an eight-year collaboration with the first person to produce an updated Vincent, Swiss legend Fritz Egli.

A 57-year-old Londoner who still has a Cockney twang despite spending the past 15 years in Australia, Prince experienced watershed moment at the age of 12, when his dad took him to the Brighton Speed Trials. It was there that he saw the great George Brown sprinting his legendary Vincent-powered "Nero" along the promenade. Then and there, young Terry decided to become a Vincent owner, much like a Carl Fogarty fan today might aim to become a *ducatista* - except that by the tender age of 16, Prince Jr. had actually achieved his goal. It was at 16 that he purchased a wrecked Rapide for 40 British pounds - a bike that over the next two years became the first of literally hundreds of Vincents that he has restored.

Renouncing his career as a scientific-instrument technician, Prince wound up moving to Switzerland in 1967 to join Fritz Egli, who by then was earning his reputation as Europe's leading Vincent performance guru.

"Fritz was at the outset of his chassis-development program, so we combined ideas to produce the original Egli-Vincent backbone frames," Prince recalls. "Even after I left Switzerland after an eight-year collaboration, I continued to work for Fritz on a contractual basis as a consultant - especially on the Egli-Rotax GP bike and the Honda single chassis. But Vincents were my life, so as he concentrated more on the Japanese-engined bikes, I had to move on."

In 1982, Prince immigrated to Australia, where he not only met his Swiss wife, Ursula, but also established the world's leading Vincent-restoration business, in Sydney. It was a business that served customers worldwide - most notably in the United States and Japan. And along with the thriving business, Prince developed an updated version of the Egli-Vincent, the TPV, fitting reconditioned original Vincent motors (for which he was remanufacturing many of the parts) to an Egli-type spine frame. In doing so he created a classic, Vincent-powered, '70s-type cafe racer that was the predecessor of the RTV.

However, as Prince is the first to admit, the Black Widow's inception wasn't all his own work, but the inspiration of his partner Slender, a Brisbane-based businessman who - apart from being a qualified toolmaker, former bike racer and fellow Brit - also talks a mean game. He had to, as Prince explains.

"Ursula and I were sick of the city, and had bought this property to move out to the bush - a classic case of get-away-from-it-all syndrome. The day before we were set to move, in March '96, with the business shut down and everything packed up to go, Ron Slender turned up unannounced, with the idea to create a modern version of the Vincent motor from scratch. That had been my own personal dream for the past 30 years - but I'd had no money to do it with. Ron stayed for three days while we talked about it day and night. By the time he went back to Brisbane, we had a deal - I'd create the product and take care of the technical side, he'd handle the manufacturing and commercial aspects. Our goal was to create a modern classic - we're not interested in competing with the Japanese on power, but in building a modern engine with the same presence and character as the original Vincent: a motorcycle where you can get your hands dirty adjusting the tappets or fiddling with the carburetion - a hands-on motorcycle, built for real-world riding and having fun on. Two years down the road, here we are with the RTV entering production. And, though it's entailed an unbelievable amount of work by our small team to get this far, I have to admit that, for me personally, it's a dream come true - as I hope it will be for our customers."

Eleven miles back down the yellow dirt road, and an hour's plane ride north to Queensland brought me to the RTV factory, and face to face with the Black Widow. It was the two-seater sport-touring product of the RTV team's labors, and one half of the current RTV model lineup - which also includes a slightly swoopier-styled single-seater, also with a half-fairing and presumably, if they want to retain the spider syndrome, to be known as the Redback (since it comes in red, not black). However, I believe RTV is making a marketing error by not offering a naked and unashamed version of their V-twin neo-vintage musclebike - a sort of Antipodean Monster with a single round chromed headlight surmounted by a modern version of that fabulous big Vincent speedometer that was an optional trademark of the fastest thing on two wheels in the 1950s. RTV already has a digital electronic version of this - combining revs and speedometer - under development (the prototype was fitted to the Widow test bike, but not functioning), so hopefully this will happen. An RTV Black Monster would surely sell...

There were no shortcuts in designing the RTV: Vincent engine drawings have long disappeared, so Prince had to start from scratch. He drew upon his 40-year experience of the 50-degree V-twin to redesign some aspects completely where necessary, while retaining others as appropriate. The main difference, apart from the increase in capacity to 1197cc via 92 x 90mm engine dimensions (compared to the 84 x 90mm of Irving's original 998cc Vincent motor), is the RTV's new crankcase design. It's a design that incorporates a Bosch electric starter as well as a beefed-up roller-bearing crankshaft aimed at reducing flex, with bigger main bearings, enlarged mainshafts and meatier 40mm crankpins which require a special press to deliver their 20-ton interference fit.

The balance factor on the flywheels has been altered from 46 percent to 60 percent, in line with Prince's past experience when fitting Vincent engines to other than stock Stevenage frames.

"I thought of fitting a bobweight crank or even a balance shaft to smooth out vibration," he admits, "but decided it would spoil the personality of the bike if I did so. By adding weight to the flywheels instead of removing it, we've eliminated unwanted vibration, except at tickover. Really, in adapting the Vincent concept to a modern engine design, I've tried to stick to things I'd already done over the years on race-bike or car engines which I know work."

GRUELING.

In front of a packed E-Center in Salt Lake City, Utah, Primal Impulse Suzuki's Buddy Antunez made it painfully clear his itinerary included a date with the Championship title. Antunez' season-long electrifying performances brought his victory tour to an exciting close with a staggering 17 wins and 901 total points. And what a tour it was.

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AND THAT'S JUST THE

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Buddy Antunez rips through a punishing 14-city season to become the 1998 Arenacross Champion.

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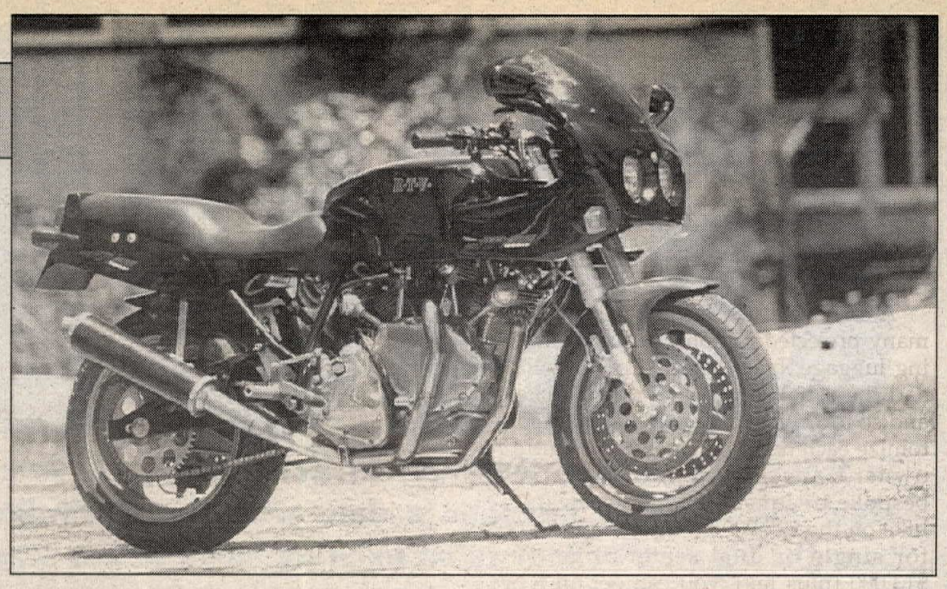
TEST RTV1200 Black Widow



Within the cast-iron sleeves of the CNC-machined alloy cylinders run Australian-made billet connecting rods carrying three-ring JE pistons delivering 8:1 compression - low enough to ensure that the RTV can run on regular unleaded fuel, especially with the hardened valve seats and stainless-steel valves, all of which (two per cylinder) are the same sizes as in the original, smaller-capacity engine.

"The one-liter Vincent was always over-valved," says Prince, "so now it's correct for a 1200 motor. But though Irving's design was a masterpiece by any standards, let alone for 60 years ago - and we've retained the same 65-degree included valve angle in redesigning the heads - we've increased flow by as much as 40 percent on the new cylinder-head design."

The many changes incorporated in this - while still retaining the overall format with short pushrods worked by the redesigned cams high-set in the crankcases - include increased fin area for extra cooling, a hemispherical combustion chamber (that incorporates a squish band not found on original Vincents), a more-rational oiling system (but still incorporating the same design of double-delivery oil pump as in the older motor), and stronger seats for the cylinder studs and engine bolts to deliver a stiffer structure (which is important with the engine a fully stressed chassis member). The engine also features a revised valve gear as part of an overall redesign of the timing side that Prince says were often a weak point of stock Vincents. There is also provision for later fitting of the MicroTech fuel injection Prince has under development, in the form of cast-in bosses that can be machined for the injectors, etc. There are also much-larger inlet and exhaust ports, including the D-shaped ones that their fellow Aussies at Vee Two use on their two-valve Ducati heads (as does Prince on his tuned Vincents), which have already proved to deliver more performance.

With primary drive provided by triplex chain, and a crank-driven alternator housed in the primary case that powers the RTV Hall-effect electronic ignition with fully programmable curve, power is transmitted via a heavily beefed-up multiplate clutch to the RTV's all-new five-speed gearbox - not one of the original Vincent four-speeders with an overdrive fifth fitted, but an all-new cluster.

"Realistically, the engine has so much torque it doesn't need this," admits Prince, "but fashion dictates what the market wants, so here it is."

More to the point, perhaps, the all-new transmission resolves one problem of the old engine, whereby it was impossible to fit a rear tire any bigger than a 130-section without fouling the drive chain.

Offsetting the gearbox sprocket 20mm via a new casting housing and outrigger bearing means more space, plus a stiffer, stronger mainshaft assembly - needed for the 90 bhp at 6500 rpm which the RTV1200 engine is claimed to deliver at the gearbox. That's a big step up from the 55 bhp at 5700 rpm of a late Black Shadow, or even the 70 bhp of a more radical Black Lightning racer.

"The chassis sort of designed itself," said Prince.

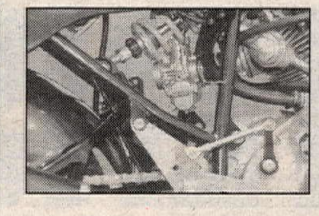
And he should know. After all, his experience in building the Egli-based forerunners of the RTV means that he knows what worked, so he opted for the same spine frame design (with the large-diameter tubular-steel backbone doubling as an oil tank for the dry sump engine - which is underslung from it, acting as a fully stressed chassis member). Wheelbase is a contained 1420mm, and while the 26.5-degree head angle for the Paioli upside-down forks and 105mm of trail wouldn't be accused of delivering radical steering geometry, the idea was to build a modern classic rather than a racer with lights, says Prince. By those standards, the styling by Bike Art's Richard James, who has also worked on the Hunwick Hallam project, which employs twin headlights off a CB400 Honda, hits the mark.

I have to admit that, for all the wrong reasons, I approached the chance to ride the Black Widow with some preconceived ideas, not all of them positive. See, back in the mists of my motorcycling past, before I encountered the shining path of 90-degree desmo V-twin technology, I too was a Vincent owner. But in all the years that I rode my Series C Rapide, I never did learn to kickstart it the first time - except, heaven be praised, the day I came to sell it. That might have been because the buyer was so impressed to find an easy-starting Vinnie that he paid my asking price. And while I'd certainly been impressed, even in a 1970s context, by the British V-twin's performance, it didn't impress me as a particularly user-friendly road bike. It came with a fair bit of vibration from the 50-degree engine, brakes that faded badly if you used them hard more than once every five minutes, and what we then used to call a funny front end in the form of the Girdraulic forks that gave me a couple of tank slappers for no apparent reason.

Okay, hearsay, I know - but at the risk of irredeemably antagonizing Vincent diehards, it's best to be honest, even if a later track test on Patrick Godet's Vincent Speciale revealed some of the amazing performance this close-coupled pushrod V-twin was capable of delivering.

Well, the best compliment I can pay the RTV1200 is a backhanded one, inasmuch as I completely forgot I was riding a modern Vincent and instead found myself relishing the unique personality of a bike I would say has genuinely achieved the goal its creators set out for it. The bike is yesterday once more, but in a modern context - the two-wheeled equivalent of a '90s cover version of a '60s hit record. For starters, relax about firing it up: Thumb the button, let the Bosch baby do the business for you, and listen to the muted, offbeat lilt of the 50-degree V-twin echoing its ultra-distinctive tune through the prototype exhaust system. The silencer cans are fairly quiet, but that's more than you can say for the rest of the engine. Overall, it seems pretty noisy by the standards of anything else on the road today - bar a Harley or Moto Guzzi, with which it shares the same mechanical clatter dictated by an air-cooled pushrod motor. It all serves to remind you of all the tappets and gears whirring and spinning around inside. Hey - that's personality, though RTV will surely need to silence the engine down to at least Guzzi levels in order to get it homologated in Europe.

Equally distinctive is the riding position of the bike. In spite of the cantilever rear end that's controlled by an Ohlins monoshock, the bike seems much lower than comparable bikes today, underlying the compact build and low height of the RTV/Vincent engine design - though for a rider of my height the position seemed a little cramped. With a 750mm/29.5-inch seat height, this was probably because the Black Widow prototype had the rear-set footpegs of the single-seat sportbike rather than the further-forward pegs of the two-seater bike. I'm fairly certain the placement of the pegs would fix the problem. But the (black!) swan's-neck handlebars were a nice height and gave good leverage around tight turns as well as a comfortable stance without too much body weight on your arms.



(Left) Brembo brakes put the stop on the RTV. (Above) A pair of 34mm Mikunis help produce the claimed 90 hp. (Right) The engine vibrates heavily at idle but smooths out nicely as the revs rise.

This felt like a bike for the long haul (once the footpeg position is sorted out), with good wind deflection from the quite tall screen.

There wasn't as much vibration as I was expecting from the 50-degree V-twin motor, indicating that Prince got the balance factor right and was justified in leaving out a counterbalancing system. It does shake a bit at rest while waiting at an intersection, but as soon as you work the right hand and rev it, everything smooths out quite dramatically. There's actually no vibration at all through the bars, and what you get through the footpegs and high revs can be put down to character.

Strangely, the only places you notice any undue vibration are where your knees grip the fuel tank and through the seat of your pants. But this isn't nearly as bad as your average Harley, and doesn't detract at all from riding enjoyment.

Aside from the rear-sets and the prototype exhaust system, the Black Widow differs in one other way from the future production version - it's fitted with 34mm Mikuni CV carbs rather than the 38mm flatslides that will appear on the customer RTV1200s. This is a heritage from RTV's original intention to make their engine available in 1000cc form for customers to retro-fit to their existing Vincents or Vincent-powered devices, ranging from Egli cafe racers to Cooper cars. The flatslides won't fit such an application, hence the CV option; don't ask why they were fitted to the bigger engine (it's a long story), but suffice it to say it only went to prove that the bigger cylinders need at least a 1½-inch carb - or 38mm in real money. But even with the carburetion needing to be cleaned up, especially low down, once you wind the RTV up on the clutch (which felt light, but bulletproof) to get it revving, it really motors.

This is an impressive, long-legged neo-classic powerbike with an appetite for speed that is easy to satisfy. The RTV engine picks up revs fairly leisurely - with such a lot of flywheel inertia, it doesn't have the zap of a modern V-twin - but it has enormous punch and very torquey acceleration. This, coupled with well-spaced gear ratios, gives an impression of muscular urgency, together with a sense of inevitability to its performance. This is a bike that feels like it could be ridden hard all day long, which augurs well for long-distance RTV roadies.

Prince is completely right about the five-speed gearbox, which - though the right-foot, one-up shift action is quite smooth (an optional left-foot change is under development) - has not only at least one ratio too many with the 1200cc motor's hefty torque, but also an elusive neutral which furthermore sometimes appears unexpectedly changing up from bottom to second. First gear is far too high - I know Vincent legend speaks about Black Shadows that did 100 mph in bottom gear, but as long as you have a five-speed cluster, you might as well make proper use of it, and fit a lower first gear that makes the bike easier to ride in town, without having to slip the clutch so much.

The low center of gravity makes the bike seem unexpectedly nimble for what is after all quite a big motorcycle with kicked-out steering geometry, though the 50/50 weight distribution and relatively skinny tires (by modern sportbike standards) help keep the steering light. The Widow seems pretty stable on faster turns, though, where the suspension settings on the Paioli forks and Ohlins rear shock gave good response, if quite a hard ride. But I suspect Prince's experience with the TPV enabled him to dial in the settings well enough that the 418-pound (dry) bike shrugs off bumps on country roads. While the Metzeler rubber on the 17-inch Dymag wheels gave good grip, I never came close to exploring the outer limits of the plentiful ground clearance. The combination of the big Brembo brakes and effective

engine braking deliver power-up stopping potential.

A carbon front wheel is one of RTV's many projected options, including touring luggage, black-painted engine, EFI, and the usual regalia like riding jackets and so forth. The company will also customize each hand-built bike to its future owner's specification, though such bespoke treatment inevitably means a hike on the $25,000 base price (plus tax) for single or dual seater alike. For $13,000 (plus tax), you can get an RTV engine in either 1000cc or 1200cc guise, including carbs and ignition.

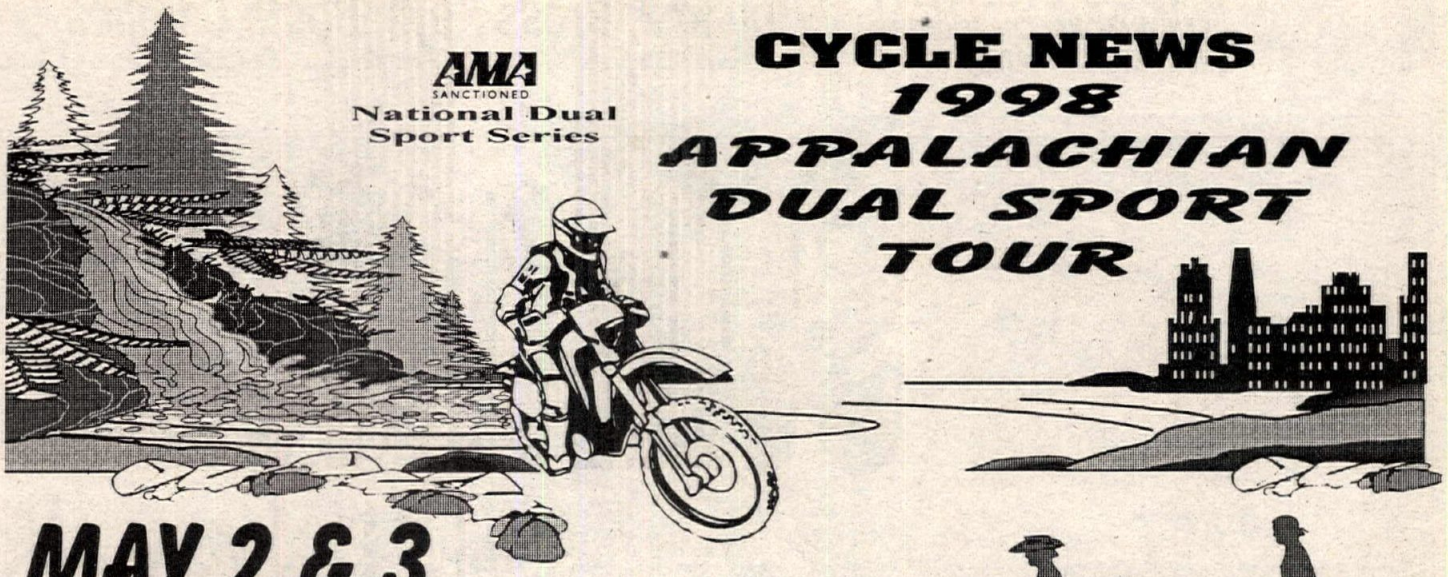
While the RTV, in the form I rode it, still had some rough edges that need to be tidied up, it's hard not to admire what Slender and Prince (together with their business partner, Rod Brown, whose expertise as technical consultant for one of the largest foundries in the world has allowed RTV to employ lost-wax-casting techniques for all the engine's major castings, thus cutting down on vital machining time and thus expense), have achieved in creating the RTV1200.

Really, this appears to be a tight but well-structured operation that, admittedly on a far smaller scale, has followed Triumph's John Bloor in bringing its all-new motorcycle to the marketplace without owing anyone a cent. Slender is proud that, so far, RTV has been entirely self-financing, though some degree of outside investment must surely be necessary for stepped-up volume production. Still, my Queensland caper not only delivered an insight into the world's newest sportbike manufacturer, it also lent a note of reassurance: The ghost of Phil Irving, the man who lived in my neighbor's house for three years while working at the Velocette factory in Birmingham between stints at Vincent, can lie still. The RTV is indeed a born-again Vincent - but it's a modern classic without tears, which I'm sure will find a ready market. CN

RTV1200 Black Widow

Specifications

Engine ....50-degree V-twin four-stroke with two valves per cylinder
Displacement 1197cc
Bore x stroke ....92 x 90mm
Cooling ....Air-cooled
Compression ratio 8:1
Carburetion ....(2) 34mm Mikuni CV
Ignition ....Fully programmable, electronic
Transmission ....5-speed with triplex-chain primary drive
Clutch ....multiplate oil bath
Chassis ....Fabricated-steel spine frame
Rake and trail ....26.5°/105mm
Wheelbase 1420mm
Weight ....418 lbs.
Fuel capacity ....5.2 gallons
Suspension
Front: ....41mm Paioli inverted fork
Rear: ....Cantilever with single Ohlins shock
Brakes
Front: ....dual 320mm Brembo discs with six-piston Brembo calipers
Rear: ....Single 280mm Brembo disc with two-piston Brembo caliper
Wheels/tires
Front: ....120/70ZR17 Metzeler on 3.5-inch magnesium wheel
Rear: ....160/60ZR17 Metzeler on 4.5-inch magnesium wheel
Top speed ....140 mph
Price $25,000
Manufacturer ....RTV Enterprises Pty. Ltd, Caboolture, Queensland, Australia



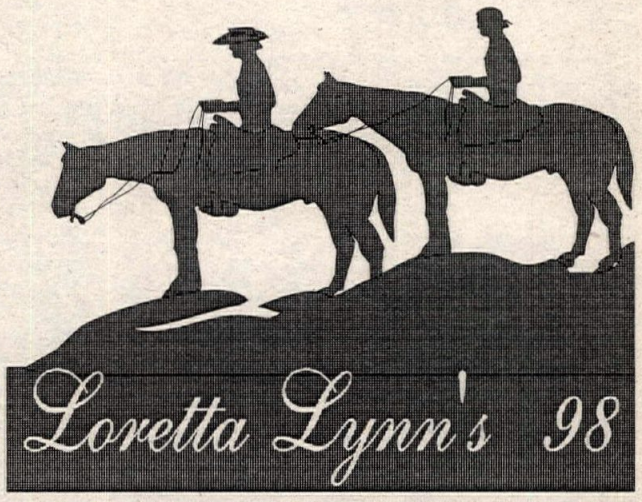
CYCLE NEWS 1998 APPALACHIAN DUAL SPORT TOUR

MAY 2 & 3

TOUR 1

HURRICANE MILLS, TN

We'll kick off this year's Tour at the home of the Queen of Country Music - Loretta Lynn's Ranch in Hurricane Mills, Tennessee. Tucked away in the rolling hills of Tennessee, Loretta Lynn Ranch is also home of the premiere cross country and motocross races in America - the AMA Cross Country National, held one month before the dual sport ride, and the week-long Amateur National Motocross Championships, held in August. Saturday night vittles feature a Catfish Fry with peach cobbler.



APPALACHIAN DUAL SPORT TOUR

Schedule of Events:

Friday: 6-9PM Registration at Headquarters
Saturday: 7-8:30AM Registration
8:30AM Mandatory Riders' Meeting
9:30AM Last Check- Out
KTM Lunch
6:00PM Last Check-In
6:00PM **CYCLE NEWS/DUNLOP/ANSWER/SUZUKI** Dinner, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday: 7-8:00AM Registration
8:30AM Mandatory Riders' Meeting
9:00AM Last Check- Out
KTM Lunch
3:00PM Awards

Rank: Challenging to Difficult.

7th Annual Catfish Fry & Country Music

AWARDS
(Only 2-Day Participants eligible)

Silver Fox (Oldest Rider)
Iron Butt
Hard Luck
Sportsmanship
DUNLOP Scavenger Hunt - Win 4 Car Tires
ANSWER Poker Run - Win an Answer Riding Jacket
Knucklehead
Annie Oakley (Female Achievement)

PRE ENTRY FEES
2-Day Rider: $75.00
1-Day Rider: $40.00
2-Day Passenger: $40.00
1-Day Passenger: $20.00
At Event: Add $5 each

ACCOMMODATIONS
LL Ranch: 931/296-7700 (Camping)
Best Western: 931/296-4251
Super-8: 931/296-2432
Best Budget: 931/296-1202
Holiday Inn Exp 931/296-2999

HEADQUARTERS
Loretta Lynn's Ranch
Hurricane Mills, TN
I-40 at Exit 143
7 mi. N. on Rt. 13 on left
(70 mi. W. of Nashville)

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Morgantown, WV 26505
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(Entry may be copied)

TOUR NAME: _____ AMA# _____
Required (if you are not an AMA member you can join at the event)

Name: _____ _____ Age _____
(Please Print) First Last

Address: _____ _____ _____ _____
Street City State Zip

Phone #( ) _____ Passenger Name: _____

In Emergency, Contact: _____ Phone ( ) _____

I AM ENTERING: _____ **BOTH DAYS** _____ **SAT. ONLY** _____ **SUN. ONLY**

Please send Entry & Check or Money Order to:
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Riding Ability: Advanced ☐ Intermediate ☐ Novice ☐

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Date received: _____
Amount: $ _____ # _____
Check # _____

Round 2: Cross Keys, South Carolina

Summers "hides"

By Jim Talkington

CROSS KEYS, SC, MAR. 22

"Go hide" is the message that Team Honda's Scott Summers received on his pit board after taking the lead in round two of the AMA Grand National Cross Country Series - and that's exactly what he did. After fighting traffic for four laps, Summers found his way to the front of the 21-rider Pro field, leaving the competition behind by stepping up the pace and turning in a mistake-free finish.

The bumpy, root-infested Big Buck racecourse was obviously a good match for the defending series champion and his big Honda XR.

"I really like this place," Summers said from the podium. "The terrain is real similar to my place in Kentucky, so it just feels like I'm riding at home. I honestly feel like the XR is an advantage on this kind of course. It just makes power everywhere (in the powerband) so I don't have to worry about traction in the roots so much."

Sharing the winner's circle were AMA National Hare Scrambles Champion Rodney Smith in second and GNCC first-round winner and former National Champion Fred Andrews in third. Team Suzuki's Smith managed to maintain a top-three position throughout the event, a difficult task on a course that saw the nation's premier riders suffering mistake after mistake on the challenging terrain. It was one year ago at this event that Smith injured his knee on the first lap after sliding out at the end of a high-speed grass straightaway.

"I'm learning a lot every week, and this is where I hurt my knee last year, so I didn't really have any track experience here," Smith said. "My main concern is to get points every week, so I feel really good with the rest of the series ahead. Some of these tracks I haven't even ridden, where people like Summers and (Scott) Plessinger have raced on them eight or nine times."

Team Kawasaki/Andrews Cycles' Andrews was also happy to be in the top three, considering how this event went for him just a year ago. Seconds after the start of the 1997 Big Buck, Andrews cartwheeled to a stop after clipping an unseen tree stump. Out for four races last season with a broken back as a result of that mishap, Andrews has since won two GNCC events, including the season opener in Okeechobee, Florida. A dominant showing in the sand at round one and a third in Cross Keys combine to give the 1993 Series Champion the early points lead.

Team Kawasaki/Andrews Cycles' Brian Keegan followed the lead trio home in fourth after enjoying the point position during the early laps. Keegan put in a strong performance in a star-studded field to establish himself as one of the riders to watch in the coming months. After winning the final GNCC round of the 1997 season, Keegan is in a position to become one of the sport's future stars.

Rounding out the top five was no stranger to the spotlight - Team KTM's current AMA National Enduro Champion Mike Lafferty. The highly accomplished enduro rider has made retaining his title the number-one priority for the coming season, but for the first time he is also focusing on top finishes in the GNCC series.

"I'm trying to put my head and mind into (the GNCCs) more," he said. "It's more mental than anything else. Last year, at the end of the season, I just kind of showed up for some races and I didn't want to get into the mix with everybody. I just rode and got used to the terrain, really. Now everybody's starting even right out of the gate, so I've got my head into it more and I feel more confident. Hopefully, those guys will see that I'm up here, too, and that I'm willing to run."

At just 22 years of age, Lafferty is also a solid pick for future GNCC stardom.

Weather conditions leading up to the start of the Cross Key event could not have been more ideal. While neighboring North Carolina and Georgia endured tornadoes and severe weather in the days prior to the race, Cross Key remained relatively untouched. The large crowd of racers and spectators were greeted on the morning of race day by clear blue skies, warm temperatures and a moderate wind. The 11 miles of clay and loam single-track consisted of tight, technical, rooted trail and a couple of high-speed, grassy straightaways. In all, more than 400 riders would compete on the day after adding the morning's C-rider program to the afternoon's main-event tally.

The 21-rider Pro gate stretched across the length of the starting field, with series veterans Summers, Andrews and Scott Plessinger choosing the far-inside picks. None of these riders would be considered the crowd favorite on this day, though, with GNCC National number eight Randy Hawkins enjoying an event just 60 miles from his home in Travelers Rest. The former enduro champ and current Team Yamaha/HWK Racing four-stroke pilot was coming off a fifth-place finish in the season opener and was looking for another top finish here - in front of his home crowd. Also on four-strokes in the Pro class were Hawkin's teammate Barry Hawk Jr. and Team Husaberg's Jason Dahners, aboard his new electric-start FE501. In contrast to previous years of GNCC racing, Summers now has competitive four-stroke company on the starting grid.

Of immediate concern to Summers just moments before the drop of the flag was that tuner Fred Bramblett noticed fuel running freely from his carburetor's overflow. A bit of sediment was removed from the float-valve seat with less than a minute to spare and the number-one rider powered off to his usual midpack start along with the rest of the field.

Heading into the woods, Smith took command of the lead, with Lafferty, Team KTM's Scott Plessinger and Andrews in tow. After one lap, Smith still held the point position. Plessinger, after carding a DNF in round one, was

(Above) Defending series champion Scott Summers celebrates after winning the Cross Keys GNCC in South Carolina. (Right) Rodney Smith, who injured his knee in Cross Keys last year, rode to second overall, 35 seconds behind Summers.

on Smith's heels in second. Andrews, Lafferty, and the Team Suzuki duo of Steve Hatch and Paul Edmondson all followed the leader within 10 seconds. The top-10 cluster was rounded out by South Carolina's Frank Ramey, Dahners, Summers and Italian Import Luca Trussardi.

By lap two, some major movements had taken place among the top ranks, most notably Brian Keegan's one-lap charge from 16th to first. By jumping a creek crossing that not all riders attempted every lap and by using his tight-woods skills honed in western Pennsylvania, Keegan ripped to the fastest lap time of the day - and to the head of the pack. Also moving forward was Summers, who picked up two spots and climbed to seventh.

Plessinger's luck was not as good, having lost a shift lever on the second lap and falling from second to sixth after. just one of three of his unscheduled pit stops during the day. Edmondson also lost four places and cruised in 10th after beginning a backward slide that would eventually see him pull out after four laps. Unable to start the previous round due to a shoulder injury suffered just days prior to the event, "Eddy" used Big Buck as an opportunity to become acclimated to competition once again.

"I haven't really ridden in the woods since last June, when I hurt my knee (at the Starvation Point GNCC)," Edmondson said. "I'm just trying to get out there and get some riding in until I'm back at the level that I need to be. My neck and shoulder starting hurting and I didn't want to push it today. I feel good that I got in four laps, and I'm looking forward to Loretta Lynn's in two weeks (the site of Edmondson's first GNCC win last year)."

Suzuki teammate Steve Hatch would also be unable to go the distance after crashing and hurting his pelvis. Also unable to get in much riding time over the winter due to injury, Hatch felt he had made progress at this race.

"I was about 65 percent at Okeechobee and 80 percent here, but I just couldn't keep going after I hit a tree," he said. "I just need to keep making steady progress and I'll be up there soon."

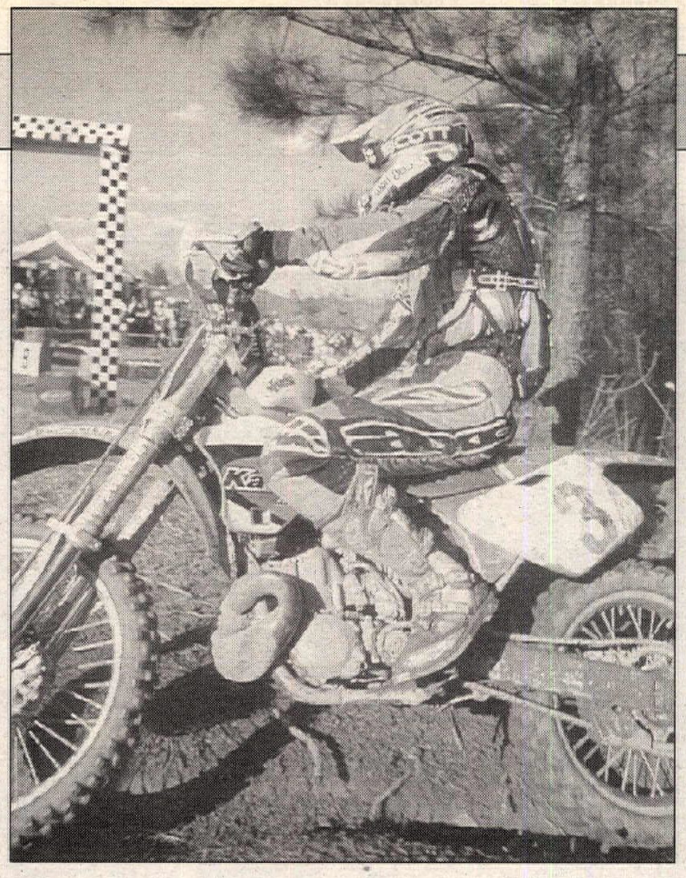
Things were beginning to look all green up front by the third go-around, when Andrews joined up with teammate Keegan and the two enjoyed running together in the top two spots for a couple of laps.

"Me and Fred got together on the second lap and just pulled away 30-some seconds on Rodney (Smith)," Keegan noted. "Actually, I think we were playing around too much, because we ended up hitting into each other and crashing, and that's how they caught us."

"It's just like we were on a trail ride together," Andrews said later. "You know, I can trust him and he can trust me, and we were just kind of cruising. Rodney was with us and then we stopped for gas and we were still all together. Then Summers was catching us and I was going as fast as I wanted to go, and he (Summers) wanted to go faster."

Taking the lead on lap five, everything was working well for Summers.

"My bike just works so good on this course," Summers said. "The same thing happened a year ago: I ran out of gas and was a minute or two down and I came back and won it. When Rodney fell in front of me, I got the lead and it was the first time all day that no one was in front of me and I could go as fast as I wanted to go, so I just hammered on



and gained maybe 40 or 45 seconds."

After seven laps, Summers collected the checkered flag 35 seconds ahead of Smith, who only found a comfortable rhythm toward the end of the event.

"When Summers caught up to us, I had a big crash after hitting some tree roots and fell back to fifth or sixth," Smith said. "I caught back up and then crashed again - I just made a lot of mistakes today. I'd drop back, then come back up, drop back, then come back up. I finally settled into second with two laps to go and got away from Fred (Andrews) a little bit and could go at my own pace."

Andrews trailed a minute and one second behind the leader.

"I'll take third," Andrew said. "I could've done a little better, but it's good to be in the points lead. I'm happy for myself and Kawasaki and the rest of my sponsors".

The rest of the field was 2 1/2 minutes behind the top three, with Keegan the next to get the checkered flag. Lafferty finished a career-high GNCC fifth after crashing with two laps to go and physically "hitting the wall."

Hawkins and Dahners boomed their four-strokes into the sixth and seventh spots. Dahners was pleased with seventh aboard his new Husaberg ride, and also with the fan support he encountered down in NASCAR country. When he dropped the hammer on the big thumper, the crowd responded.

"I got the biggest cheers down at the big creek jump," Dahners said. "Man, everybody was cheering when they heard me coming - it was great! I still need to dial the jetting in, but if it stalls, all you have to do it is plant both feet and hit the electric start. I had a lot of fun."

Dismal luck left Plessinger in eighth, but he never gave up after fighting back from all of the bad cards he had been dealt.

"I broke my shift lever on the first lap and had to stop and replace it," Plessinger explained. "Also on the first lap, something happened to my forks; I thought something broke inside of them. Every time I'd go into a turn or tree roots, I'd just fall over. It felt really weird, and I finally hit a tree and busted the throttle, so I had to come in and replace that. While they were doing that, I looked down and saw that the rebound adjuster was totally closed down. A tree got in there and just pulled it shot. The last two laps I felt great and was riding really fast. I came from around 12th back up to eighth."

(Above left) The opening-round winner, Fred Andrews, raced to third overall and still maintains the series points lead over Summers, 38-37. (Above right) Andrews' teammate, Brian Keegan (9), turned in a good ride to finish fourth overall. (Right) Defending National Enduro champion Mike Lafferty Jr. showed he could run the pace by taking fifth after three hours of racing.

GNCC quadcycle champ Barry Hawk Jr. brought his Yamaha in for ninth place and rounded out the four-stroke contingent. Jim Jarrett's Kawasaki filled out the top 10 after besting the 250cc A class and the majority of the Pro riders. CN

1998 Big Buck GNCC
Cross Keys, South Carolina
Results: March 22, 1998 (Round 2 of 13)

O/A: 1. Scott Summers (Hon); 2. Rodney Smith (Suz); 3. Fred Andrews (Kaw); 4. Brian Keegan (Kaw); 5. Mike Lafferty Jr. (KTM); 6. Randy Hawkins (Yam); 7. Jason Dahners (Hbg); 8. Scott Plessinger (KTM); 9. Barry Hawk Jr. (Yam); 10. Jim Jarrett (Kaw); 11. Steve McSwain (Kaw); 12. Scott McLaughlin (Yam); 13. Luca Trussardi (Kaw); 14. Chuck Woodford (Kaw); 15. Doug Masencup (Kaw); 16. Tim Shephard (Yam); 17. Ronnie Burnfield (Suz); 18. Robbie Jenks (Yam); 19. Jan Hrehor (KTM); 20. Patrick Timothy (Kaw).

PRO: 1. Scott Summers (Hon); 2. Rodney Smith (Suz); 3. Fred Andrews (Yam); 4. Brian Keegan (Kaw); 5. Michael Lafferty (KTM).

OPEN A: 1. Michael Grizzle (Hbg); 2. Ron Palermo (KTM); 3. James McRee (KTM); 4. Dave Gunn (Hon); 5. Tommy Harris (KTM).

250 A: 1. Jim Jarrett (Kaw); 2. Chuck Woodford (Kaw); 3. Doug Masencup (Kaw); 4. Ronnie Burnfield (Suz); 5. Robbie Jenks (Yam).

200 A: 1. Tommy Veator (Kaw); 2. Luke McNeil (Yam); 3. Steven Graves (Suz); 4. Kevin Hull (Kaw); 5. Lee Stephens (Kaw).

4-STRK A: 1. Kevin Bennett (Hon); 2. Harvey Whitaker (Kaw); 3. John Shaffer (Kaw); 4. Scott Martin (Yam); 5. Don Bohn (KTM).

VET A: 1. Steve McSwain (Kaw); 2. Tim Shephard (Yam); 3. Jan Hrehor (KTM); 4. Gerald Greene (Yam); 5. Keith Rodgers (Kaw).

SR A: 1. Jeff Fredette (Kaw); 2. Richard Kresic (Suz); 3. Terry Mealer (Suz); 4. David Crain (Law); 5. Steve Hashman (Suz).

OPEN B: 1. Norman Richards (KTM); 2. Tripp Tharpe (KTM); 3. Tim Prechtl (KTM); 4. Steve Bower (KTM); 5. Lon Buysman (Hon).

250 B: 1. Matt Beatty (Yam); 2. Jeff Collins (Kaw); 3. Brad Hamrick (Yam); 4. Andy Shea (KTM); 5. Mark Hutchinson (Yam).

200 B: 1. Benny Leonard (KTM); 2. Cole Caulkins (Kaw); 3. Josh Rogers (Kaw); 4. Mark Thompson (Kaw); 5. Sean Billenstein (Hon).

4-STRK B: 1. Daniel Monsrud (Yam); 2. Frank Anello (Yam); 3. Phillip Smith (Yam); 4. Shane Munger (Suz); 5. Mark Yukevich (Yam).

VET B: 1. Michael Postlewaite (Kaw); 2. Clark Munger (Suz); 3. Dave Sheehan (Hon); 4. Dean Woolf (Suz); 5. Curtis Baldwin (Yam).

SR B: 1. Rick Thompson (Kaw); 2. James Vicheck (Yam); 3. Tim Adkins (Yam); 4. Richard Edmonds (KTM); 5. Michael Schwartz (Suz).

S/SR: 1. Wayne Beatty (Yam); 2. Harry Greenlee (Yam); 3. John Gallagher (KTM); 4. Michael Thompson (Hon); 5. Bill Watkins (KTM).

OPEN C: 1. Lester Partlow (Kaw); 2. Steven Bower (Suz); 3. Ivan Haynes (Hon); 4. Chris Moore (Kaw); 5. Len Kapton (KTM).

200 C: 1. Tom Meyers Jr. (Suz); 2. Michael Thomas (Hon); 3. John Carver (KTM); 4. Lee Wolf (Kaw); 5. David Keith (KTM).

4-STRK C: 1. Darren Groves (Kaw); 2. Mark Fox (Hon); 3. Henry Turner (Yam); 4. Luke Greenwood (Kaw); 5. Phillip Hughes (Kaw).

VET C: 1. Daniel Short (Kaw); 2. Thomas Stevens (Kaw); 3. Troy Bunch (Suz); 4. Elisha Powell (Kaw); 5. T. Reese Jones (Yam).

SR C: 1. Richard Morabito (Kaw); 2. Larry Bollinger (Suz); 3. John West (KTM); 4. John Wilson (Hon); 5. Jeff Smith (Suz).

SPTSMN: 1. Alan Randt (KTM).

AMA GRAND NATIONAL CROSS COUNTRY CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 13 rounds): 1. Fred Andrews (38/1 win); 2. Scott Summers (37/1); 3. Rodney Smith (37); 4. Randy Hawkins (31); 5. Michael Lafferty Jr. (26); 6. Jason Dahners (23); 7. Jim Jarrett (23); 8. Luca Trussardi (23); 9. Ty Davis (19); 10. Brian Keegan (17); 11. Barry Hawk Jr. (15); 12. Steve Hatch (14); 13. Scott Plessinger (13); 14. Joshua McLevy (13); 15. Paul Currie (11); 16. Steve McSwain (10); 17. Scott McLaughlin (9); 18. Guy Cooper (8); 19. (TIE) Chuck Woodford/Robbie Jenks (7).

Upcoming Rounds:
Round 3 - Hurricane Mills, Tennessee, April 5
Round 4 - Clarksburg, West Virginia, April 26

Rounds 27 & 28: E Center

Antunez repeats

By Dave Deringer
Photos by Kinney Jones

SALT LAKE CITY, UT, MAR. 20-21

Going into the final rounds of the PJ1 National Arenacross Series at Salt Lake City's E Center, Primal Impulse/Answer/Bill's Pipes-backed Buddy Antunez had a 59-point lead over fellow competitor and good friend Chad Pederson. In order for the Nielsen/Lightspeed-backed Pederson to win the championship, Pederson had to have a near-perfect weekend, and Antunez would have to fumble under the pressure.

"I'm just thinking that I have to get through the night and ride as consistent as I have been and it will be over with," Antunez said before Friday's event. "After that, I can ride how I want and have fun."

"I'm just going to go out and try to win some races," Pederson also explained before the show. "It's never over till it's over, and I'm going to give it 100 percent."

Although Pederson did quite well, with three podium visits - one of them after a win in Saturday's 250cc final - Antunez did his part, holding on and coming away with Friday's 125cc win. That win sewed up Antunez' second consecutive PJ1 National Arenacross Championship. In the process, Antunez gave Suzuki its first AMA National MX championship since Guy Cooper earned the AMA 125cc National Championship in 1990.

"This one feels better than the first," Antunez explained while receiving his $25,000 check from PJ1 at the awards banquet. "Many of my friends and family are here, and I had to work a lot harder for it."

Third place overall in the standings went to Kawasaki of Carrollton/Thor/Smith-sponsored Cliff Palmer, who never gave up throughout the series despite some bad luck, and he claimed second place in Saturday's 250cc final, taking home a $10,000 bonus from PJ1 for his efforts in the series.

Fourth and fifth in the series went to TUF/Thor/Pro Circuit-backed teammates Denny Stephenson and Jeromy Buehl. Again, with a 36-point difference between the two going in, Stephenson had to falter and Buehl had to shine. Both riders had several top-five finishes on the weekend and left Salt Lake City nearly the same way they came in.

The Event was held at Salt Lake's E Center for the first time, and comfortable temperatures along with excellent dirt and a one-off chicane made for a memorable finale to the 1998 Arenacross season.

(Above) Still the one!: Buddy Antunez locked up his second consecutive PJ1 National Arenacross Championship during the penultimate round of the series at the E Center in Salt Lake City. In doing so, Antunez gave Suzuki its first National title since 1990.
(Right) Antunez (center) accepted his $25,000 bonus check from PJ1 on Saturday night. Former National MX Champion Broc Glover (left), who is now a PJ1 representative, was on hand to disperse the dough.

FRIDAY

Pederson grabbed an important holeshot in the 125cc final and was hoping that Antunez was mired back in the pack. In reality, Antunez was in third, behind Kawasaki of Carrollton's Grayson Goodman. Antunez quickly moved by Goodman and into the second spot through the added tunnel chicane before setting his sights on Pederson. Jim Chester and Brad Woolsey went down over the double soon thereafter and brought out the flags, signaling riders not to double. This helped Antunez close in a little more, and he was soon on Pedreson's rear wheel.

On lap five, Antunez made the all-important pass on Pederson, block-passing before the triple, and was for all intents and purposes the 1998 Arenacross Champion.

By the halfway point of the 16-lap feature, Antunez had stretched his lead to several seconds over Pederson, who now knew it was close to being over. Goodman, Nielsen Kawasaki's Jimmy Gaddis, Palmer, Buehl and Stephenson were next.

Stephenson was the only rider making up ground, as he moved by Buehl on lap 12, Gaddis on lap 13, and Palmer on lap 14, and he was working on Goodman with two laps to go.

Antunez crossed the finish line about three seconds ahead of Pederson with his fists in the air, now knowing that he was the champ. Stephenson passed Goodman in the chicane on the final lap for third, and Buehl also moved by Goodman before the checkers for fourth.

"A lapper messed up in front of me on the second-to-last lap," Antunez said, "and I saw a flash of not winning this thing that I've been working so hard for. I'm happy to win the championship for Primal Impulse Suzuki and, as you know, I rode minis for them (Suzuki), and it's good to come back and give them a championship."

"Ronnie Tichenor pointed out to me that there were some pretty good lines through the whoops on the left," explained third-place finisher Stephenson. "I got over there at about the halfway point and made things happen."

A disappointed Pederson grabbed another holeshot in the 250cc final, but it was FMF/SMP's Mike Jones who blitzed by Pederson through the whoops and into the lead. Jones turned up the gas on the second lap and was never challenged from there. Pederson, Palmer and Antunez filed in next, battling for position.

On lap seven, Antunez wanted to prove that he was the rightful champ, and he squirted by Palmer and Pederson within three turns. Jones had a seven-second lead by lap 10 over Antunez. Pederson and Palmer were having a good race, dicing for third and fourth. Palmer made his pass on Pederson for third several laps later, and he was now gunning for Antunez.

With several laps to go, showman Jones was already styling for the crowd, but Palmer had moved to the rear fender of Antunez. Palmer could not find another line, though, and Jones took his fifth win of the series, in front of Antunez, Palmer, Pederson, Buehl and Ancae Heating's Travis Hodges.

"I had fun. I got a good start and pulled away," Jones said of his win. "I

knew I had a lead on Buddy and it felt good to pull away from the new champ."

SATURDAY

Antunez nailed the holeshot in the 125cc final, followed by Pederson, Gaddis, Palmer and Goodman, but Goodman was the man on the move as he moved by Palmer on lap three and Gaddis through the rockers on lap four. It took another eight laps, but Goodman moved by Pederson over the enormous triple and into second on lap 12.

Antunez was too far ahead for Goodman, though, and crossed the line for his second 125cc win of the weekend. Behind Goodman at the finish were Pederson and Palmer, followed by Stephenson, who worked his way up through the pack after another dismal start.

"I want to thank all my sponsors - everything worked great." Antunez said. "I got out front early and never had to pull a tearoff."

Arenacross announcer Robbie Floyd noted that Goodman looked fast all night and predicted a podium finish.

"That was a good call by Robbie," Goodman said of his solid second-place run. "I felt strong tonight, and Wyatt (Goodman's mechanic) and Pro Circuit have been working hard. I'm getting ready for Supercross."

In the 250cc final, Stephenson, Jones and Palmer all went down in a heap in the first turn. As Jones was very slow in getting to his feet, the red flag came out, signifying a restart. Antunez, Kawasaki of Carrollton's Brad Woolsey and Pederson were at the front of the pack at the restart. Pederson moved by Woolsey on lap three into second and aimed for Antunez, wanting to win at least one final on the weekend. The chase was on.

By the halfway point of the race, Antunez and Pederson were running up front, with Stephenson, Buehl and Palmer next.

On lap 15, with Pederson on his tail, Antunez got completely sideways while jumping into the rockers. Pederson moved into the lead, while Antunez regrouped to get back on track in second.

With about four laps to go, Pederson was in control out front, with Antunez, Palmer, Stephenson and Buehl all in a tight group, giving chase. One lap later, Palmer scooted by Antunez through the rockers into second, a position he would never relinquish. Stephenson soon moved by Buehl for the fourth spot.

At the finish, it was Pederson taking the final Arenacross main-event win of the year in one of the most exciting races of the season. Palmer finished second, in front of Antunez, Stephenson, Buehl and Gaddis.

"I was following Buddy, hoping he would make a mistake, and sure enough, he did," a smiling Pederson said of his win. "The restart kind of made me mad. I was leading, but who knows - I may not have won that one."

"I wish I could ride every race like that one," said Palmer, who finished off his year with a second-place finish. "I was in a groove and on a roll. Hopefully I'll go into the Supercross season like that."

Antunez capped off his weekend with his fourth podium finish.

"I was trying to push into those whoops too hard," Antunez said. "I should have slowed down when I started making mistakes, but I pushed too hard. Four podiums - two being wins - and a championship... I'm happy!" CN

(Above) Antunez actually landed the title after his win in the 125cc main event on Friday night. He backed it up with another 125cc feature win on Saturday night. (Above right) Chad Pederson still had a shot at the title going into Friday night's races, but Antunez's 125cc win was the knockout punch. Just the same, Pederson acquitted himself well with the 250cc feature win on Saturday night. (Right) Mike Jones styled and smiled his way to the 250cc win on Friday night. "Jonesie" will wear the number 7 in the 1998-99 series, thus reflecting his finish in this year's points chase.

E Center
Salt Lake City, Utah
Results: March 20-21, 1998 (Rounds 27 & 28 of 28)

Friday

125 PRO: 1. Buddy Antunez (Suz); 2. Chad Pederson (Kaw); 3. Denny Stephenson (Hon); 4. Jeromy Buehl (Hon); 5. Grayson Goodman (Kaw); 6. Cliff Palmer (Kaw); 7. Jimmy Gaddis (Kaw); 8. Mike Jones (Kaw); 9. Travis Hodges (Kaw); 10. Kris Papworth (Yam); 11. Brad Woolsey (Kaw); 12. Kipp Posey (Yam); 13. Clifford Adoptante (Suz); 14. Andrew Munson (Suz); 15. Jim Chester (Suz).

250 PRO: 1. Mike Jones (Kaw); 2. Buddy Antunez (Suz); 3. Cliff Palmer (Kaw); 4. Chad Pederson (Kaw); 5. Jeromy Buehl (Hon); 6. Travis Hodges (Kaw); 7. Brad Woolsey (Kaw); 8. Jimmy Gaddis (Kaw); 9. Jim Chester (Suz); 10. Grayson Goodman (Kaw); 11. Denny Stephenson (Hon); 12. Kris Rourke (KTM); 13. Clifford Adoptante (Suz); 14. Kipp Posey (Yam); 15. Kelly Andris (Kaw).

DFC: 1. Mike Jones (Kaw).

JUMP-OFF: 1. Clifford Adoptante (Suz).

Saturday

125 PRO: 1. Buddy Antunez (Suz); 2. Grayson Goodman (Kaw); 3. Chad Pederson (Kaw); 4. Cliff Palmer (Kaw); 5. Denny Stephenson (Hon); 6. Jeromy Buehl (Hon); 7. Jimmy Gaddis (Kaw); 8. Mike Jones (Kaw); 9. Travis Hodges (Kaw); 10. Jim Chester (Suz); 11. Brad Woolsey (Kaw); 12. Kipp Posey (Yam); 13. Kris Papworth (Yam); 14. Clifford Adoptante (Suz); 15. Kris Rourke (KTM).

250 PRO: 1. Chad Pederson (Kaw); 2. Cliff Palmer (Kaw); 3. Buddy Antunez (Suz); 4. Jeromy Buehl (Hon); 5. Denny Stephenson (Hon); 6. Jimmy Gaddis (Kaw); 7. Grayson Goodman (Kaw); 8. Brad Woolsey (Kaw); 9. Travis Hodges (Kaw); 10. Jim Chester (Suz); 11. Kipp Posey (Yam); 12. Kris Papworth (Yam); 13. Kris Rourke (KTM); 14. Clifford Adoptante (Suz); 15. Mike Jones (Kaw).

DFC: 1. Chad Pederson (Kaw).

JUMP-OFF: 1. Clifford Adoptante (Suz).

AMA/ PJ1 NATIONAL ARENACROSS SERIES FINAL POINT STANDINGS (After 28 of 28 rounds): 1. Buddy Antunez (901/17 wins); 2. Chad Pederson (837/11); 3. Cliff Palmer (790/7); 4. Denny Stephenson (760/4); 5. Jeromy Buehl (729/3); 6. Grayson Goodman (657/2); 7. Mike Jones (599/5); 8. Jim Chester (541/1); 9. Brad Woolsey (462/2); 10. Todd DeHoop (370/1); 11. Travis Hodges (290); 12. Josh Demuth (279/3); 13. Cliff Adoptante (241); 14. Tom Hofmaster (198); 15. Jimmy Wilson (167); 16. Jimmy Gaddis (162); 17. Barry Carsten (146); 18. Nathan Ramsey (106); 19. Ty Wallace (98); 20. (TIE) Jeff Willoh/Charley Bogard (92).

Briefly...

The final four **1-900-PRO-RACE holeshot awards** were won by **Chad Pederson** and **Buddy Antunez**. Pederson got the holeshot in Friday's 125 and 250cc finals, and Antunez pocketed the $100 for each of his fast getaways in Saturday's mains.

Jimmy Gaddis was back in action for what was only his fourth arenacross race of the year. Gaddis was hurt at the season opener at Des Moines and later made appearances at Milwaukee and San Francisco. Gaddis, who was bummed about his season, said that he may make a return to Supercross. "If I can work out a deal with someone, I'd like to race 125 Supercross next year," Gaddis said.

The **E Center Arena**, in which this year's final event was held, is one of the large, modern facilities built especially for the approaching 2002 Winter Olympics to be held in Salt Lake City. The venue, which is less than a year old, will be hosting the ice hockey and speed-skating events. Luxury suites, a bar, comfortable seats and an enormous glass mezzanine greeted the fans who attended throughout the weekend. Both nights of racing were nearly sold out.

Speaking of luxury suites, **Buddy Antunez** rented one on Saturday night for his family and friends to watch the final race of the year and the crowing of his second consecutive Arenacross Championship. Some of the names in attendance included Jeff Emig, as he sat out the Minneapolis Supercross with a sore back; 1987 Eastern regional Supercross champ Ron Tichenor and his wife; and Primal Impulse owner Kirk Clovis and team manager Billy Whitley, just to name a few.

Before Saturday's SBS Dash For Cash, **Buddy Antunez** waved **Jeff Emig** down from the suite for a treat for the fans. Emig started off the donations by giving $300 to the pool. Fans instantly lined up to donate money and meet the two stars, and in the end nearly $1200 was raised. Chad Pederson won the four-lap race and thanked Emig for his money.

The scariest moment of the weekend occured during Saturday's jump-off contest. The **"Flyin' Hawaiian," Clifford Adoptante,** performed a no-footed can-can and, upon remounting for landing, his foot got caught on the gas tank. Adoptante slammed to the ground and suffered a twisted knee, an injured hip and a gash in the thigh. After several minutes, Adoptante came back for his second jump, a perfectly executed "Cliff Hanger." The crowd loved it, and Adoptante limped off the track with the win.

Following the final event, the riders and their friends and families headed off to nearby Park City for several days of skiing and snowboarding. On Monday, PACE and PJ1 hosted a banquet to pass out the $100,000 PJ1 point fund. The top 15 riders received checks from PJ1 representative **Broc Glover** ranging from $1000 for 15th place to Buddy Antunez's whopper of a check for $25,000. Mo' money! American Suzuki's **Pat Alexander** was also in attendance at the banquet and presented Antunez with a $5000 bonus from Suzuki. Even mo' money! Antunez also received a check from **Uni Filter** for $1500 for the Uni Filter Dominator award for leading the series at the halfway point and the championship. "I'd like to thank Uni Filter," Antunez said as he picked up the award. "We use them and never had problems - they're great."

At the banquet, PACE's arenacross division president **Mike Kidd** was the master of ceremonies and gave away several other awards. **Ed Longacre**, Antunez's mechanic, was given a trophy for Mechanic of the Year and **Mike Jones** was presented as the overall jump-off contest winner. Seventeen different winners were presented with a check from **1-900-PRO-RACE** for holeshot awards. Chad Pederson came out on top with 11 wins and $1100. The **Scandinavian Brake Systems Dash For Cash awards** were also given out. Denny Stephenson was crowned as the overall champ of the four-lap shootouts and mumbled, "I guess that's all I can put together in a season." Stephenson took the honors in front of Mike Jones and Chad Pederson and received $2500 to Jones' $1500 and Pederson's $1000. And what's going to happen to Pro Circuit's Arenacross representative **Sully**, who has become quite a hit with all the riders, mechanics and others who frequent the tour? "I'd like to go to all the rest of the supercrosses and nationals and help out the pros and amateurs like I've been doing," Sully explained, "but that's up to Mitch."

Look for several **new cities and venues** to be included in next year's Arenacross lineup. "We have nothing in stone yet," Mike Kidd said. "We may drop a stop or two and we may pick up two or three more for a total of a 15-stop tour next year." Kidd also noted that this year's series was a huge success. "With no less than 11 different main-event winners, more money payout and increased attendance, we will try to make it even better next year."

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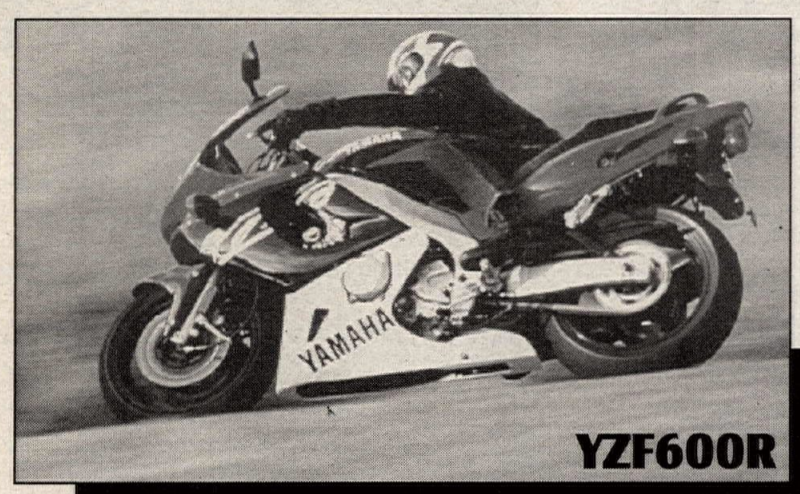

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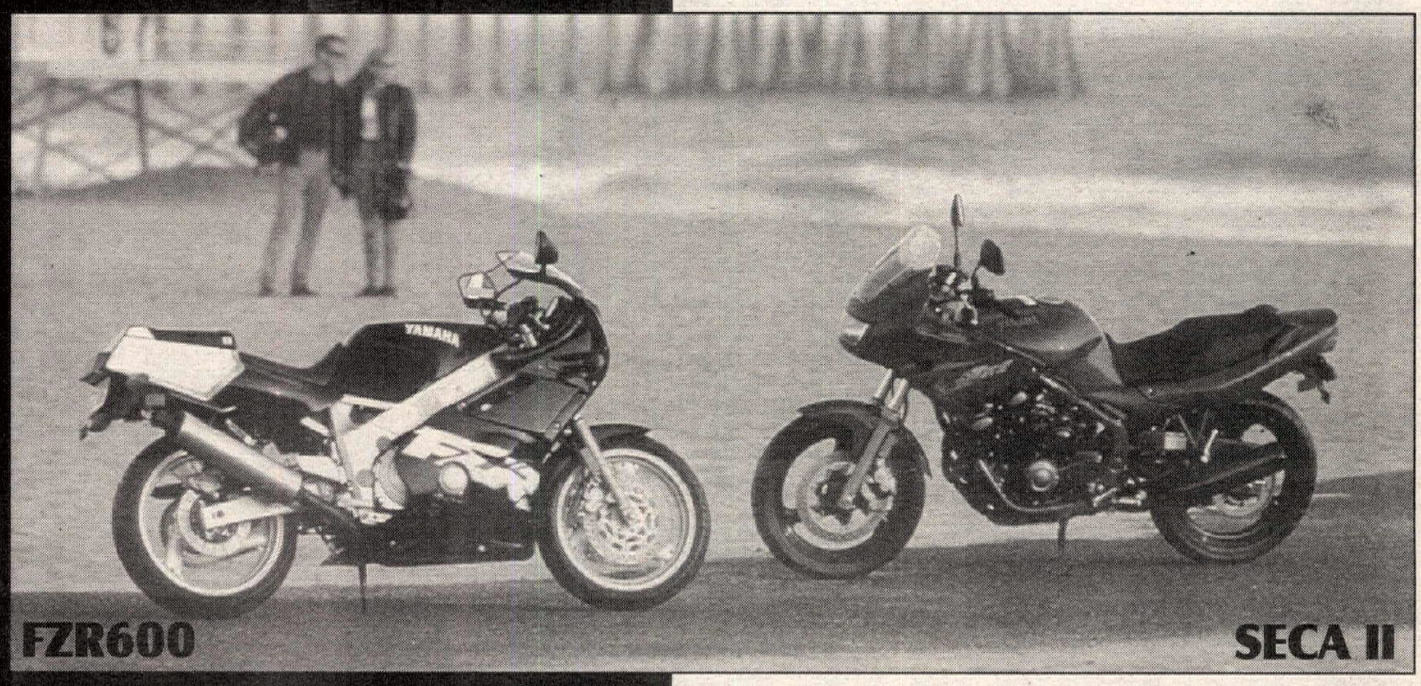

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Round 2: Murphy, Idaho

Surprise!

By Anne and Tom Van Beveren
Photos by Kinney Jones

MURPHY, ID, MAR. 22

It was one surprise after another at round two of the National Hare and Hound Championship series.

Rain was the first surprise of the day for the 200 desert racers who gathered at Murphy, just outside of Boise, Idaho. Steady drizzle that fell almost all the way through the race combined with dust to form a goggle-clogging mess that cut visibility to near zero and made life miserable for racers at the back of the pack.

Local hotshot Brian Brown was the other surprise. The Kawasaki KX500 racer from nearby Nampa, Idaho, blasted his way up from a slower-than-usual start and was leading the way at the halfway point of the 96-mile race. He was still in front when the checkered flag fell after 2½ hours of fast-paced competition, and he scored the first National Hare and Hound win of his racing career.

"I had a terrible start but I made it up and got around everyone," said Brown. "It feels great to win this race. I came in second here last year."

Light drizzle was falling when the banner dropped for the start of the event at 11 a.m. Despite the drizzle, and the rain that had fallen the day before the race, the course was still dusty and slower starters were in trouble right from the word go.

"With the dust and the rain, your goggles kept getting really messed up and it was very hard to see," said Rex Staten, who was racing in the Senior Expert division. "A lot of people ended up riding without goggles, which was a problem later on because it was raining pretty good on the back of the course. I got goggles when we came through the alternate and I'm really glad I did."

The charge up the short bomb run was led by Nevada's Russ Pearson on a KTM250, and Pearson was still in front when the front-runners cleared the 8-mile opening section and headed into the rest of the 50-mile first loop. Kawasaki's Paul Krause was hard on his heels in second; Brian Brown had already recovered from his bad start and was racing in third; and Ty Davis, Destry Abbott and Donnie Book were close behind.

"I got a mediocre start," said Davis, who squeaked out a win in the last 100 yards of the first race of the seven-round Hare and Hound series. "Trying to get through the dust to get those guys was tough. My goggles went to crap right away and it was hard to see."

Pearson continued to set the pace all the way to the alternate gas stop. Brown had tucked in behind him and Krause, Davis, Abbott and KX500-mounted Dan Richardson waged a back-and-forth battle all the way.

"I guess Brown was right behind me at the alternate because he pulled up beside me right after that," said Pearson. "I stayed in front of him for probably three or four miles after the alternate; then we got on a fast road and he just went by me."

But Pearson's reign at the head of the pack wasn't quite over.

"We got into some off-camber stuff and Brown stalled his bike," Pearson said. "I went on the inside of the hill and got him, but we got into a fast sand wash about five miles later and he got by again. I was trying to keep my momentum, going around the outside of the corners, and there was a little bush. I barely clipped the side of it but I guess there was a rock behind it. It clipped my forks and clipped my foot and kind of spit me over the bars."

Krause stopped to check that Pearson had survived the crash.

"I was right up with Pearson at the start and had a good pace going, but my rear brake started to fade a little bit and that slowed me down," Krause explained. "By the time Pearson crashed, I had no brakes at all. I stopped to make sure he was all right; then Davis and Abbott got me."

Abbott may have been hot on Davis' tail, but he was far from confident about the outcome of his ride.

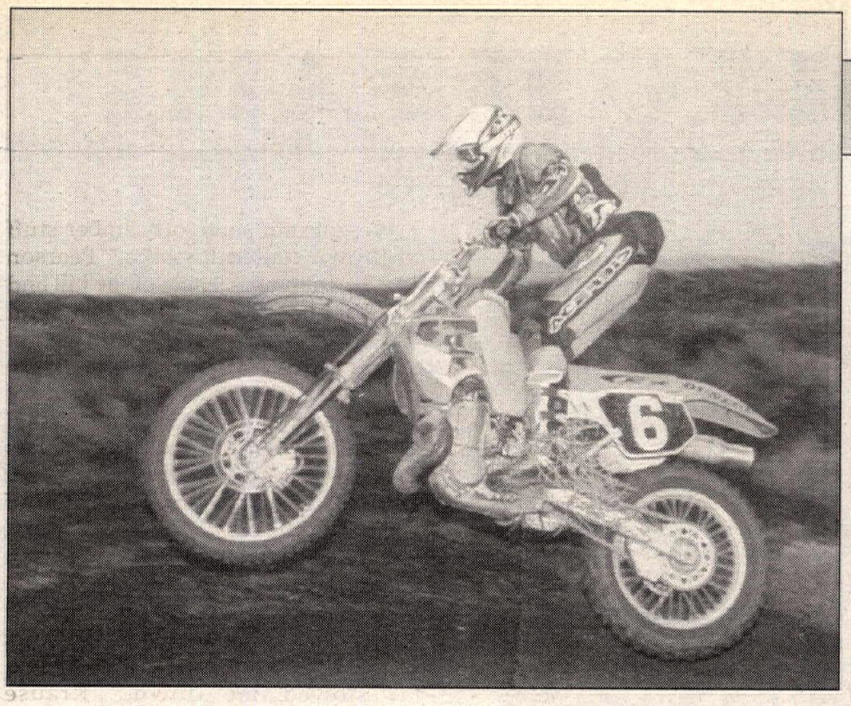
"I had an okay start and was like sixth, but I couldn't get into the groove off the start," said Abbott. "Davis passed me about seven miles out and I rode with him for the first half of the race and felt real good, but then the weirdest thing happened when we got to the alternate. I went into his gas stop and got his gas, and he went into my gas stop. I was a little nervous because I didn't know if I was running unleaded or what, and I didn't know what to do about it, but I made it in."

The first loop received mixed reviews. Davis described it as, "Just whooped-out, trashy kind of stuff," but other racers such as Jon Parks gave it a solid thumbs-up.

"I thought Dirt MC did a great job on the course," said Parks. "It was a lot of fun and it was tight and technical enough that it was easy to pass guys. My start wasn't so hot. I crashed about five or six miles into it, and having a technical course let me get back into the hunt."

Parks wasn't the only top racer trying to make up time.

(Top) Depite getting off to a slow start, local racer Brian Brown took the first-ever National Hare & Hound win of his career.
(Right) Ty Davis gets out of shape on the 96-mile course. Davis came home second, backing up his win at round one, and now holds the series points lead.



(Left) Destry Abbott hung with Davis for much of the race but ended his day in third.
(Right) Riders prepare for the start on the course, located outside Boise.

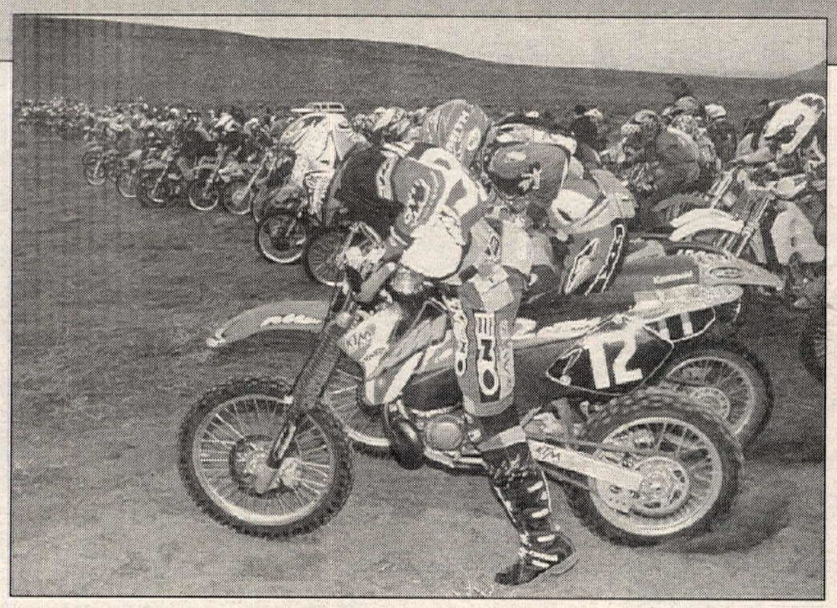


PHOTO BY TOM VAN BEVEREN

"I had a two-kick start, but I still came out good and I was still in the top 10 at the end of the bomb; but about four miles into it, my pipe broke in two," said KX500-mounted Jeff Capt. "I rode the whole first loop with that and the bike didn't run at all. I tried to hang on, do the best I could and stay up with everybody; then it took us about 10 minutes to change the pipe when I came into the pits."

Defending Vet-class champion Ed McCoy had his work cut out for him after he crashed in the first ditch on the course, and quarter-liter hotshot Shane Esposito combined a slow start with a few mechanical glitches to create problems of his own.

"I had a last-place start," said the Yamaha YZ125 racer. "The bike wouldn't start in gear, so I had to put it back in neutral to get it started. Then I ripped off my shifter to where it was just dangling. I couldn't shift it with my foot - I had to reach underneath and grab it - but I still passed people, and I thought it was a real good course."

Brown was in the number-one spot when he dashed out of loop one and headed into the pits for gas. Davis was just over a minute back in second, and Abbott's KX500 dashed through in third. Dave Ondas had his KX500 in fourth.

"I didn't get too good of a start. It was kind of dusty and it started raining real bad, so my goggles got messed up, but I think everybody had that problem," said Ondas.

Krause came in for a brake-pad change in fifth overall, ahead of Oakley Lehman, who was leading the 250cc Experts on a Kawasaki Team Green/Pro Circuit-backed KX250.

"I didn't have that good of a start, so I had to pass some people, but I just kind of rode my own race," said Lehman. "I liked the course a lot. The first loop was a lot of whoops, but the second loop was real good and technical."

Lehman was followed out into the second loop by Casey Longman, Jeff Capt, Dan Richardson and Chris Brown. Curtis Dice led the Four-Stroke contenders into their second loop in 10th overall.

"I liked the course because it had a good mix of everything," said Dice. "There were a few whoops, some really awesome cow trails - the club did a good job."

Most of the riders agreed, at least as far as loop two was concerned.

"The first loop was nothing but whoopville and I didn't particularly care for that, but the second loop was less whoops, more fun washes, better tighter trails. It was better all the way around, plus the rain kept the dust down a bit," said Over 40 contender Steve Pitts.

Speeds fell with the tighter terrain of the 46-mile second loop, and so did a little more rain.

"It drizzled on us most of the day and it got real slick out there," said Utah's Jeff Lundgreen. "I got stuck on a rock hill on the second loop and I didn't have any goggles for the last loop and a half. My vision got a little blurry, so I just kind of cruised on in to the finish."

Closer to the front, nobody was ready to cruise on in and a lot of corners were getting missed in the push to make up time.

"I got lost a couple of times out on the course," said Eric DuCray. "I guess some of the riders knocked down a couple of the stakes that had arrows on them, and that made it a bit hard to follow in places."

But even front-runners such as Abbott, who was running third overall, had their share of difficulty.

"On the second loop I got lost twice," Abbott said. "The course markings were really weird. Certain arrows would be really soon and some of the others would be late, so I wasn't sure if I was on the course. One time I went about a half a mile past it."

Some riders, like Dan Richardson, managed to use the confusion to their advantage.

"I was kind of running along by myself out there in the middle of nowhere when I came to one of these fences. The ribbons were all on the fence," said Richardson. "The three guys ahead of me went to the left and the course was on the right, so I passed those three guys."

Out in front, Brown continued to lead, and there was little that Davis could do about it.

"I rode as hard as I could but he rode really good," said Davis. "I missed the course a few times. It was kind of hard to follow all of the corners because they weren't really marked. There was an arrow here, then in another 50 feet there'd be another arrow. It was tough to find it in places."

Krause was going strong in the middle of loop two and had battled all the way back to fifth overall, but he started to slip after his brakes faded for the second time. Steve Hengeveld, who suffered similar brake problems, was also going nowhere fast.

"My rear brakes decided to go out about halfway through the first loop, but they started working just as I came to the pit, so I said to forget changing them," said Hengeveld. "But when I went out on the second loop, they were just gone, so I was stuck with trying to ride the rest of the way with no brakes."

A little bobble in a turn cost Chris Brown a couple of spots in the 250cc Expert Division. Parks lost time when he slammed into a rider who was weaving back and forth on a slippery uphill, and Dana Van Stee, who was trying to reel in 125cc class leader Shane Esposito, had his work cut out for him after he missed a couple of turns and then got stuck in a creek.

"I was doing okay up until then, but I still had a good ride," said Van Stee. "Esposito was riding fast and he beat me fair and square."

Brown was riding just as well and, at the end of the almost 2½ hours and 100 miles of racing, he was still out in front and almost three minutes ahead of Davis when the checkered flag fell.

"I had a terrible start but I made it up and got around Davis, Hengeveld, Krause, Capt and everybody else. I got Pearson, then stalled it and had to get around him again, but that was about it," said Team Green rider Brown. "I had a good ride once I got going."

Davis wasn't too impressed with second overall and wasn't very impressed with the course, either.

"There were a couple of sand washes that were fun, but most of it was just whoops and just trash," said Davis, who goes into this year's series as the defending champion and now has a one-two record in the opening two rounds that puts him ahead in the early points race.

Third overall went to Abbott, who spent the first half of loop two chasing Davis and the second half riding alone after he lost the course twice. Fellow KX500 racer Ondas took fourth.

"I had a good time and just stayed consistent," said Ondas. "I fell one time, but that's about it. It was a bit rough in sections, but all in all it was a good course and the markings were real good."

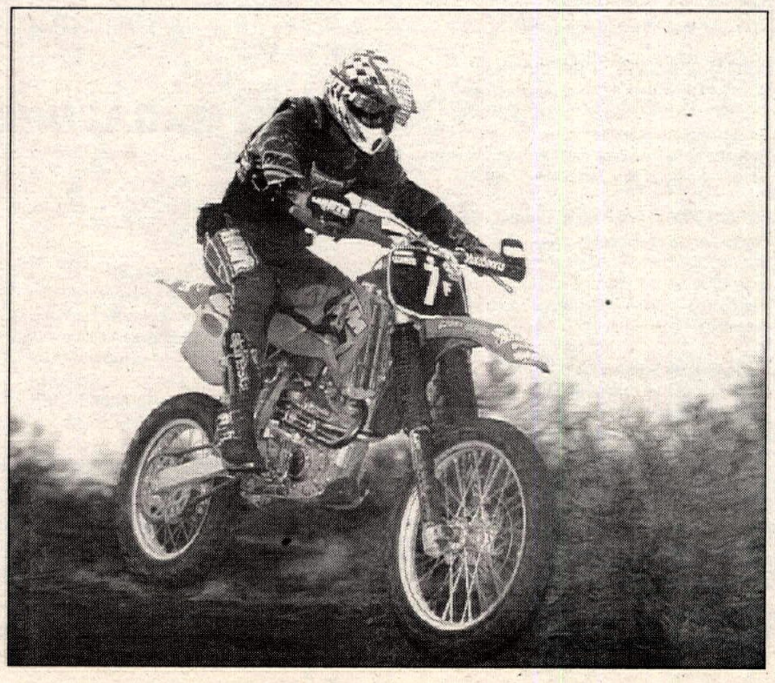
Richardson brought his KX500 home in fifth overall to top the Over 30 class, just ahead of 250cc Expert winner Lehman.

"The danger markings were real good but the turn arrows weren't - I kept overshooting turns and stuff," said KX250-mounted Lehman. "I was a bit higher up than this, but I got lost and a few people passed me."

Lehman's closest competition came from FMF-backed Chris Brown, who finished ninth overall, and Kawasaki's Steve Hengeveld, who took third in class.

KTM-mounted Dice took the Four-Stroke honors, ahead of Jonah Street and Mike Bryant. Esposito took a wire-to-wire win in the 125cc class ahead of Van Stee, and Staten topped the Senior class, ahead of Steve Pitts.

"It would've been a lot easier if I'd had rolloffs," said Pitts, "but I had a great race with Daryl Brown, a new guy in my class. He would blow a corner and I'd pass him, then I'd blow one and he'd pass me. That's what racing's all about." CN



Curtis Dice finished seventh overall, first Four-Stroke Expert.

Idaho Hare and Hound
Murphy, Idaho
Unofficial Results: March 22, 1998 (Round 2)

O/A: 1. Brian Brown (Kaw); 2. Ty Davis (Yam); 3. Destry Abbott (Kaw); 4. Dave Ondas (Kaw); 5. Dan Richardson (Kaw); 6. Oakley Lehman (Kaw); 7. Curtis Dice (KTM); 8. Paul Krause (Kaw); 9. Chris Brown (Kaw); 10. Shane Esposito (Yam); 11. Steve Hengeveld (Kaw); 12. Adam Evans (Yam); 13. Ed McCoy (Hon); 14. Jeff Capt (Kaw); 15. James Summers (Yam); 16. Dana Van Stee (Kaw); 17. Eric DuCray (Yam); 18. Jon Parks (Hon); 19. Jeff Lundgreen (Kaw); 20. Jonah Street (Hon).

OPEN EX: 1. Brian Brown (Kaw); 2. Ty Davis (Yam); 3. Destry Abbott (Kaw).

250 EX: 1. Oakley Lehman (Kaw); 2. Chris Brown (Kaw); 3. Steve Hengeveld (Kaw).

125 EX: 1. Shane Esposito (Yam); 2. Dana Van Stee (Kaw); 3. Pete Roberts (Yam).

30+ EX: 1. Dan Richardson (Kaw); 2. Ed McCoy (Hon); 3. Jon Parks (Hon).

40+ EX: 1. Rex Staten (Kaw); 2. Steve Pitts (ATK); 3. Daryl Brown (Hon).

4-STRK EX: 1. Curtis Dice (KTM); 2. Jonah Street (Hon); 3. Mike Bryant (Yam).

S/SR: 1. Keith Ratcliff (Hon); 2. Ron Keeping (Hbg); 3. Thomas Tracy (Kaw).

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#50) Arenacross Madness
An action-packed music video showcasing all the best features that have made Mike Kidd's AMA National Arenacross Series such a hit with motorcycle fans all over the United States. 30 minutes from Motovideo. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship in 1995. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING/ROAD RIDING CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

ROAD RACING

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from Moto Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from Moto Video. **$14.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 AMA Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle, 60-minutes from Motovideo. **$24.95**

TRIALS

(#201A) 1996 NATC Trials: Illinois
The 2nd and 3rd rounds of the 1996 US National Trials Championship took place near Mount Olive Illinois. Mark Manniko claimed the 2nd round victory and Ryan Young won the 3rd round. 120 minutes from Technovideo. **$24.95**

(#202A) 1996 NATC Trials: California
Round #1 of the '96 NATC Series opened at the 26th Annual El Trial de Espana classic. This event was held in the high desert area of Lucerne Valley, north of San Bernardino, CA. Top 3 finishers scored only 1 point apart each! 120 minutes from Technovideo. **$24.95**

(#203A) 1996 NATC Trials: Tennessee
Rounds #3 & #4 of the 1996 US National Trials Championship at the Sequatchie Valley round near Jasper, TN. Set in beautiful wooded valley, conducted by SETRA. Rocky terrain helped Geoff Aaron return to his winning ways. 120 minutes from Technovideo. **$24.95**

(#204A) 1996 NATC Trials: Donner, CA
Donner Ski Ranch, located high in the Northern California Sierras hosted rounds #6 & #7 of the '96 series. Lots of rocky outcropping & phenomenal scenery had Aaron topping Young for the weekend and approaching his 3rd national title. 120 minutes from Technovideo. **$24.95**

(#208A) 1996 Wagner Cup World C'Ship Trial
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

SPEEDWAY

(#45F) 1996 U.S. Speedway National C'ship
In one night, winner-take-all format, for the 27th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton and Margo King call the action, with 6 camera locations on this exciting race. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

FREESTYLE & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10B) Crusty Demons of Dirt: 3
Fleshwound Films releases the '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **$24.95**

(#58) Sick Air
Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Bosco, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. **$24.95**

(#59) Get Off!
A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. **$24.95**

(#60C) Spankin'
Includes footage segments from the 1995 AMA National MX Series, extreme riding with Brian Manley, Kyle Lewis, and Lance Smail, high-speed desert footage with Ty Davis, and a look at Yamaha's John Dowd. 32 minutes from EPI Video. **$24.95**

(#61A) Throttle Junkies
Join Damon Huffman, Mike Metzger, Mike Brandes, Craig Johnson, Brian Deegan, Nathan Fletcher and Larry Linkogle as they jam the carb needle to full tilt all over California. 30 minutes from Motovideo. **$24.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$19.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$19.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from Ray Horsman Enterprises. **$24.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John

Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#123) Jeremy McGrath / Steel Roots
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95.**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-XXX
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-xXx 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#142) Full Power Trip
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$33.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

(#140A) On Any Sunday II
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. $29.95

(#141) Legacy
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes by Duke, from White Star Video. **$32.95**

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PJ1 National Arenacross Series, Rounds 25 & 26

Antunez inches closer

(Left) Buddy Antunez all but put his competitors' hopes for the PJ1 National Arenacross Championship away by winning three of the four main events during rounds 25 and 26 of the series at the Cow Palace in San Francisco. Antunez now has a 59-point lead in the series standings with two rounds left.
(Bottom left) Cliff Palmer was the only rider to halt the Antunez freight train. Palmer won the 125cc main event on Friday night.

By Lance Bryson
Photos by Thomas Zarraonandia

SAN FRANCISCO, CA, MAR. 13-14

With a full moon... Friday the 13th... lunar eclipse... 13th weekend of the series... and after a three-year hiatus, the PJ1 National Arenacross Series returned to Northern California's Bay Area with the series championship still on the line as the contenders showed up to do battle at the Cow Palace.

Carrollton Kawasaki's Cliff Palmer fought his way through the pack to get the 125cc win on Friday night, but defending PJ1 Arenacross National Champion and current points leader Buddy Antunez guided his Primal Impulse/Suzuki wire to wire in the 250cc final to inch ever closer to a second straight series title. Antunez returned on Saturday night to drive another nail into his competitors' coffins by sweeping both main-event victories to gain a 59-point advantage over his nearest rival, Chad Pederson

FRIDAY

Pederson collected the 1-900-PRO-RACE Holeshot Award as the 125cc finalists exited turn one for the 16-lap main. Jeff Willoh, however had his own ideas, as he got a better drive into the rocker section and passed Pederson for the lead spot. That lasted for three laps before Pederson had had enough of playing follow-the-leader and reclaimed the front position. While the two played cat-and-mouse with each other, Palmer and Stephenson, who had their own seesaw battle going, patiently bided their time in third and fourth, waiting for either of the two front-runners to make a mistake.

That mistake came at the halfway mark. Palmer first got by Willoh and then, two laps later, passed Pederson for the lead. Stephenson was hooked into Palmer's draft, but got out of shape over the triples, dropping back.

While Palmer set sail for the checkers, Willoh reclaimed second while Pederson secured the third podium spot, with Antunez and Nathan Ramsey rounding out the top five.

Antunez was the man to beat in the 250cc final. Grayson Goodman followed, along with Denny Stephenson, Jimmy Gaddis and Willoh after having trouble with the rocker section. Ramsey looked to be the man on the move as he left the gate in seventh, and by the eighth lap he was second behind Antunez. That ride, however, ended when the SplitFire rider threw it away in the rocker section. Goodman moved back into second, with Willoh third, Jeromy Buehl fourth and Pederson fifth.

After 10 of 20 laps had been completed, Pederson seemed to get a second wind and he started to pick off one rider at a time: first Buehl, then Willoh, then Goodman.

With four laps remaining, Antunez had established a good-sized lead, but Pederson tucked in and up-shifted. Pederson put on a show of both speed and bike-handling skill in an effort to catch the Suzuki rider. With one lap to go, Pederson made up a four-bike-length deficit to follow Antunez across the checkers half a bike length back.

SATURDAY

Willoh had the hot hand as he grabbed the holeshot in the 125cc feature, with Mike Jones, Stephenson, Palmer and Antunez in tow. Willoh led for the first seven of 16 laps. Then all hell broke loose: Willoh went down in the rockers, and Stephenson tried to set up an inside move on Jones coming out of the rockers and went down. In the meantime, Antunez got into his zone in the early going and moved into the lead at the halfway mark. Ramsey fought his way up from a poor start to follow Antunez after a four-lap battle with Jones. With Antunez in control of the race, followed by Ramsey, the third podium spot wasn't decided until Palmer edged out Jones at the checkers.

Pederson recovered from his disappointing ninth-place finish in the125cc final to grab the early lead in the 250cc main event. The Nielsen rider left the gate in first and never looked back - at least not until lap 13, when Antunez, after battling past Willoh and Ramsey in the early going, got by Pederson for the lead.

Antunez rode very smoothly tonight, seemingly not pressured about anything or anyone. After Antunez got by Pederson, Pederson held his ground despite advances from Ramsey for the second position. While Ramsey had his sights set on getting by Pederson, it was Palmer who again fought off the poor-start blues, locking onto Ramsey. With four laps to go, Palmer made his move past Ramsey to follow Antunez and Pederson to the checkers, while Ramsey collected fourth and Stephenson fifth.

"This weekend was the first time in six weeks I was able to ride without worrying about the war instead of the battle," Antunez said later. "When you start worrying about the title, sometimes you start playing it too safe instead of riding like you are capable of riding. Tonight, I had so much fun. I rode like I wanted to ride - without a care."

"If any rider - and I don't care what rider we are talking about - thinks they are going to come to this Arenacross series and kick butt - better think again," Ramsey, a regular in the AMA Supercross Series, said, "These guys are hauling and have this game wired. Buddy's a friend, and to be battling against him and finishing second in the 125s was very cool. I don't like to lose, but if I had to get beat, I don't mind it being him." CN

Cow Palace
San Francisco, California
Results: March 13-14, 1998
(Rounds 25 & 26 of 28)

Friday

125 PRO: 1. Cliff Palmer (Kaw); 2. Jeff Willoh (Suz); 3. Chad Pederson (Kaw); 4. Buddy Antunez (Suz); 5. Nathan Ramsey (Kaw); 6. Mike Jones (Kaw); 7. Jimmy Gaddis (Kaw); 8. Jeromy Buehl (Hon); 9. Brad Woolsey (Kaw); 10. Grayson Goodman (Kaw); 11. Travis Preston (Suz); 12. Denny Stephenson (Hon); 13. Clifford Adoptante (Suz); 14. Jim Chester (Suz); 15. Dean Matson (Suz).

250 PRO: 1. Buddy Antunez (Suz); 2. Chad Pederson (Kaw); 3. Jeff Willoh (Suz); 4. Grayson Goodman (Kaw); 5. Jimmy Gaddis (Kaw); 6. Denny Stephenson (Hon); 7. Cliff Adoptante (Suz); 8. Jeromy Buehl (Hon); 9. Travis Hodges (Kaw); 10. Brad Woolsey (Kaw); 11. Nathan Ramsey (Kaw); 12. Mike Jones (Kaw); 13. Jim Chester (Suz); 14. Dean Matson (Suz); 15. Cliff Palmer (Kaw).

DFC: 1. Denny Stephenson (Hon).

JUMP-OFF: 1. Clifford Adoptante (Suz).

Saturday

125 PRO: 1. Buddy Antunez (Suz); 2. Nathan Ramsey (Kaw); 3. Cliff Palmer (Kaw); 4. Mike Jones (Kaw); 5. Grayson Goodman (Kaw); 6. Jimmy Gaddis (Kaw); 7. Travis Preston (Suz); 8. Jim Chester (Suz); 9. Chad Pederson (Kaw); 10. Travis Hodges (Kaw); 11. Cliff Adoptante (Suz); 12. Jeromy Buehl (Hon); 13. Brad Woolsey (Kaw); 14. Jeff Willoh (Suz); 15. Denny Stephenson (Hon).

250 PRO: 1. Buddy Antunez (Suz); 2. Chad Pederson (Kaw); 3. Cliff Palmer (Kaw); 4. Nathan Ramsey (Kaw); 5. Denny Stephenson (Hon); 6. Jeff Willoh (Suz); 7. Mike Jones (Kaw); 8. Jim Chester (Kaw); 9. Brad Woolsey (Kaw); 10. Grayson Goodman (Kaw); 11. Travis Hodges (Kaw); 12. Jimmy Gaddis (Kaw); 13. Jeromy Buehl (Hon); 14. Clifford Adoptante (Suz).

DFC: 1. Chad Pederson (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw).

PJ1 NATIONAL ARENACROSS SERIES POINTS STANDINGS (After 26 of 28 rounds): 1. Buddy Antunez (827/15 wins); 2. Chad Pederson (768/10); 3. Cliff Palmer (728/7); 4. Denny Stephenson (708/4); 5. Jeromy Buehl (672/3); 6. Grayson Goodman (604/2); 7. Mike Jones (553/4); 8. Jim Chester (509/1); 9. Brad Woolsey (423/2); 10. Todd DeHoop (370/1).

Upcoming Rounds:
Rounds 27 & 28 - Salt Lake City, Utah, March 20-22

Johnson prevails

By Greg Robertson

RAMONA, CA, MAR. 22

Round four of the Mazda Truck/Goat/GFI Eyewear/Circle 76/GFI Racing-sponsored California Winter MX Series made its way down south to the Barona Oaks race track, where Pro Circuit/SplitFire/Kawasaki-backed Casey Johnson came out on top of a couple of hard-fought moto wins to sweep the 125 and 250cc Pro classes.

When the gate dropped for the one-shot, 20-minute 250cc Pro moto, it was Billy Payne getting the jump off the cement starting pad to lead Dustin Evans, Spud Walters and Johnson behind. Walters quickly pushed Evans back to third and closed in on Payne. Johnson then dropped Evans another position and then proceeded to blow past Walters in a whoop section a short time later to run second. A few turns later, Payne fell victim to the hard-charging Johnson as the latter used an inside move in a tight corner to steal the lead. Walters pushed Payne out of a turn for second place and set out after Johnson. Five laps into the race, Walters had his YZ400F all over the KX250 of Johnson in a duel that continued for a couple of laps until Johnson went down.

"On the top of the hill, in one of the rutted corners, I came into the corner and the back tire wasn't quite in the rut and I got on it and just kind of spun around and Walters got by," Johnson said.

Walters suddenly had a four-second lead, but Johnson was quickly back up to speed and reeling him back in. With a lap and a half remaining, Johnson flew past Walters off a triple jump, looking over at him as he sailed by to retake the lead and the win a short time later.

"The track was really good and there were a lot of different lines that made for good passing today," said Johnson after the win.

Walters hounded Johnson right up to the checkers for a close runner-up finish.

While Johnson and Walters battled up front, SMP/Zing/Escondido Cycle Center-backed Suzuki rider Tim Beatty quietly worked himself up into an impressive third-place finish after a start that found him out of the top 10.

Dustin Nelson was another rider buried in the pack after a 15th-place start, but he finished a respectable fourth, ahead of Suzuki riders Donald Upton and Chris Wheeler. Espen Blikstad got around Payne (who didn't look like his usual self on the bike) for seventh in the final laps.

"I got hurt a little over a month ago and I haven't been riding much," Payne said. "My arms pumped up and my timing was way off, but I guess my starts are still there."

Payne definitely had his starts down today as he reeled off the 125cc Pro-moto holeshot, ahead of Robbie Skaggs, Doug Parsons, Josh Tarantino and Steve Andrich. Payne bobbled in a small jump section, allowing Skaggs to pull next to him and stuff him in the following corner to take the lead. Tarantino challenged Payne for second for a lap before they tangled in the same small jump section and both ended up on the ground.

Skaggs had a six-second lead that was reduced to nothing by Nelson within a couple of laps. Wheeler hooked up with Johnson, and the two riders moved up into third and fourth, respectively, after bad starts. Johnson outjumped Nelson for second and then stuffed his way under Skaggs a couple of laps later for the lead. Wheeler matched Johnson move for move and made his way into second place. Wheeler was all over Johnson during the final two laps, but had to settle for a close second at the checkers.

"I don't know where I was on the start," Johnson said. "All I know is, I saw a lot of dust. I had a couple of good lines out there and the passes seemed to stick. I got into the lead and I saw Chris (Wheeler) behind me. I knew he was right there, and he's a good rider, but I knew I only had a few laps to go."

Nelson put the move on Skaggs with a lap remaining to collect the third-place money. Blikstad and Andrich mixed it up, with Blikstad coming out on top for fifth. Bader Manneh came across in seventh, followed by Parsons, Thomas Buxrud and Danny Carlson.

Walters returned later in the day to walk away with the 500cc Pro-moto win after getting around fellow YZ400F rider Tony Sulek early in the race.

"I took about a lap to get around him (Sulek)," said the Yamaha Motor Corp./White Brothers/MSR-backed Walters afterward. "I knew it was going to be a long race, so I just kind of stayed behind him for a little while and checked out his lines. After I made the pass, I just rode my own race. It was a great day. I wish I could have won the 250s, too, but you can't win them all."

Sulek took second ahead of Craig Canoy, Dan Berg and Kenny Zahrt.

Bryan McGavran celebrated his 16th birthday by nailing the holeshot in both 125cc Intermediate motos and running away with the wins on his NCY/Fox/Oakley-backed YZ125.

"I've been training really hard lately and practicing a lot," McGavran said. "I've been working on my starts a little bit and it's starting to pay off."

Sean Hamblin worked around Josh Warner both times out for a well-deserved second overall. Masaki Hiratsuka (6-4) and Dusty Walters (5-5) rounded out the top five. CN

(Top) Casey Johnson won both the 125 and 250cc Pro classes at round four of the GFI California Winter MX Series, held at Barona Oaks Raceway in Ramona.
(Above) Billy Payne (95) turned in quick starts in both the 125 and 250cc Pro motos. Here he takes the holeshot in the 250cc Pro class, with Dustin Evans (8), Johnson (20), Spud Walters (4), Robbie Skaggs (45) and the rest in tow.

Barona Oaks
Ramona, California
Results: March 23, 1998 (Round 4)

50 STK (4-6): 1. Michael Hall (Cob); 2. Garrick Noble (Cob); 3. Richard Sterling (KTM); 4. Blake Baggett (Cob); 5. Johnny Jelderda (KTM).

50 STK (7-8): 1. Bryce Terzian (KTM); 2. Clayton Murrillo (Cob); 3. Matt Harrison (KTM); 4. Scott Noble (Cob); 5. Christopher Bradshaw (KTM).

50 OPEN: 1. Bryce Terzian (KTM); 2. Clayton Murrillo (Cob); 3. Jake Hulett (Lem); 4. Michael Hall (Cob); 5. Matt Harrison (KTM).

60 BEG: 1. Chase Takacs (Kaw); 2. Aaron Breid (Kaw); 3. Tanner Alexander (Kaw); 4. Michael Raines (Kaw); 5. Jake Hulett (Kaw).

60 NOV: 1. Travis Christensen (Kaw); 2. Brandon Hiner (Kaw); 3. Casey Hinson (Kaw); 4. Brad Masters (Kaw); 5. Chad Gores (Kaw).

60 INT: 1. Robert Memoli (Kaw); 2. Sean Borkenhagen (Kaw); 3. Michael LaPaglia (KTM); 4. Phillip Bruscella (Kaw).

60 OPEN: 1. Cas Swift (Kaw).

80 BEG: 1. Michael LaPaglia (Suz); 2. Tyler Roberts (Yam); 3. Brian Melsheimer (Yam); 4. Matt Stavron (Yam); 5. Brandon Currie (Kaw).

80 NOV: 1. Ryan Beat (Yam); 2. Chad Garner; 3. Tyler Duncan (Yam); 4. Donnie Gritton (Kaw); 5. Chase Meineke (Yam).

80 INT: 1. Daryl Ecklund (Yam); 2. Dustin Watson (Suz); 3. Zac Wray (Yam); 4. Jeremy Keiper (Yam); 5. Nick Alvarez.

80 EX: 1. Brandon Staddan (Yam).

B/W: 1. Jeremy Malott (Kaw); 2. Scott Buttrell (Yam); 3. Daniel Nelson (Hon); 4. Nicholas Robinson (Kaw).

S/MINI: 1. Dustin Watson (Suz); 2. Daryl Ecklund (Yam); 3. Jeremy Kelper (Yam); 4. Micky Griffin (Yam); 5. Donnie Gritton (Kaw).

125 BEG: 1. Kyle Quantrell (Yam); 2. Tim Weigand (Yam); 3. David Kelley (Kaw); 4. Ben Hunkins (Hon); 5. Candace English (Kaw).

125 NOV D-1: 1. Derek Chase (Yam); 2. Cory MaComber (Yam); 3. Travis Frink (Yam); 4. Brian Morgan (Suz); 5. John King (Yam).

125 NOV D-2: 1. Mike Horvath (Suz); 2. Kevin Chimits (Yam), 3. Kent Finckenhagan (Yam); 4. Chris Debelle (Yam); 5. Brent Denton (Yam).

125 INT: 1. Bryan McGavran (Yam); 2. Sean Hablin (Yam); 3. Josh Warner (Yam); 4. Masaki Hiratsuka (Hon); 5. Dusty Walters (Yam).

125 PRO: 1. Casey Johnson (Kaw); 2. Chris Wheeler (Suz); 3. Dustin Nelson (Yam); 4. Robbie Skaggs (Yam); 5. Espen Blikstad (Yam).

250 BEG: 1. Brian MacAfee (Hon); 2. Michael Hull (Yam); 3. Zach Scuri (Yam); 4. Sean Webb (Yam); 5. Candace English (Kaw).

250 NOV: 1. Carl Chase (Yam); 2. Jeff Hanzo (Suz); 3. Jason Myhren (Hon); 4. Christopher Barrett (Suz); 5. Garth Milan (Yam).

250 INT: 1. Todd Mitchell (Suz); 2. Shawn Ellis (Suz); 3. Ron Gilbert (Kaw); 4. Josh Cavanaugh (Hon); 5. Jimmy O'Neal (Yam).

250 PRO: 1. Casey Johnson (Kaw); 2. Spud Walters (Yam); 3. Tim Beatty (Suz); 4. Dustin Nelson (Yam); 5. Donald Upton (Suz).

500 BEG: 1. Jeremy Sellers (Hon).

500 PRO: 1. Spud Walters (Yam); 2. Tony Sulek (Yam); 3. Craig Canoy (Yam); 4. Dan Berg (Yam); 5. Kenny Zahrt (Yam).

25+ BEG: 1. Sam Trout (Kaw); 2. Danny Porter (Hon); 3. Josh Larsen (Yam); 4. Chad Bolton (Hon); 5. Craig Koback (Yam).

25+ NOV: 1. Gary Dellegatte (Yam); 2. Brian Guerrero (Hon); 3. Scott Marlow (Yam); 4. David Troost (Yam); 5. Chris Debelle (Yam).

25+ INT: 1. Todd Mitchell (Suz); 2. Gary Trachy (Yam); 3. Duane Benner (Kaw); 4. Revelle Harrison (KTM); 5. Randy Danylo (Kaw).

25+ EX: 1. Craig Canoy (Kaw); 2. Pete Murray (Suz); 3. Martin Klossner (Yam); 4. Jim Kuntz (Yam); 5. Ron Gilbert (Kaw).

30+ BEG: 1. Len Lurcook (Suz); 2. Milton Mize (Hon); 3. Darin Murdoch (Yam); 4. John Mattera (Hon); 5. Al Garcia (Suz).

30+ NOV: 1. Darren Paley (Hon); 2. Vic Walker (Yam); 3. Jay Pavlove (Hon); 4. Scott Schubert (Yam); 5. Jeff Hanzo (Suz).

30+ INT: 1. Jon Levey (Yam); 2. Tony Bienert (Yam); 3. Randy Danylo (Kaw); 4. Scott Richeson (Yam); 5. Fred Nichols (Hon).

30+ EX: 1. Jon Zahrt (Kaw); 2. Kenny Zahrt (Yam); 3. Joe Root (Yam); 4. Bob Shimp (Yam); 5. Scott Forman (Yam).

30+ PRO: 1. Bader Manneh (Yam); 2. Craig Canoy (Kaw); 3. Jon Zahrt (Kaw); 4. Jim Kuntz (Yam); 5. Dan Berg (Yam).

35+ NOV: 1. Del Ocheltree (Suz); 2. Stephen Watson (Hon); 3. Les Abernathy (Kaw); 4. Ed Niemela (Kaw); 5. Kevin Barret (Kaw).

35+ INT: 1. Darin Layton (Yam); 2. Tom Bell (Suz); 3. Fred Nichols (Hon); 4. Pryor Campbell (Suz); 5. Jeff Gianni (Suz).

40+ NOV: 1. Philip Taboada (Yam); 2. J.D. Bramlet (Suz).

40+ INT: 1. Del Ocheltree (Suz); 2. Pryor Campbell (Suz); 3. David Chunn (Suz); 4. Jeff Gianni (Suz); 5. Greg McCarthy (Hon).

40+ EX: 1. Ron Turner (Yam); 2. Kenny Zahrt (Yam); 3. Mark White (Kaw); 4. Ron Ruff (Suz); 5. Joe Root (Yam).

Brandes the bullet

By Jim Enos

HOLLISTER, CA, MAR. 15

With clear skies, perfect track conditions, 14 anxious Pros and a large crowd of spectators, the fourth round of the GFI California Winter MX Series got under way at the popular Hollister GP track. And looking like he was shot out of a gun was Suzuki-mounted Michael Brandes as he smoked both the 125 and 250cc Pro Classes in convincing fashion. In fact, the 22-year-old Stiffie/Westwood/GP Sport/Tom Morgan Racing-backed Brandes was never challenged. If the crowd was eagerly anticipating a Brandes/Jeff Willoh battle, then they left unsatisfied, as Willoh ended up down and slightly hurt in the beginning of the 125cc race.

With more than 310 riders making their way to the infamous Hollister GP track, the Azevedo crew once again worked their magic and laid out a challenging track. Their decision to cancel rainy weekend races in favor of dry ones was definitely well-received by riders and spectators alike.

As the gate dropped for the 125cc Pro race, it was Yamaha-mounted Danny Paladino leading the screaming two-strokes to the first turn. However, Paladino soon found himself surrounded by fast company, as Rick Ryan, Willoh and Brandes were right on his tail. Ryan and Brandes quickly scooted by Paladino, and as Willoh was trying to do the same, the Suzuki pilot hit Paladino's rear tire on a tricky uphill turn and went down hard.

In fact, he went down hard enough to injure his left elbow, ending his day.

"I think Paladino did a major brake check on me and I had no place to go," the Team Suzuki/Stiffie/Westwood-backed Willoh said later. "After I went down, I got hit again. My elbow is pretty sore and unfortunately I'm calling it a day."

With Willoh out of the picture, Brandes appeared to have an easy win ahead of him. Ryan, however, wasn't about to hand over a win without a challenge. The veteran from Northern California, who is commonly known as "The Ironman" because of the fact that he rides four to five classes every race, set out after Brandes. Try as he might, he was never able to get close enough to be a serious threat. Behind Brandes and Ryan, Kawasaki rider Aaron Cheselske had a firm hold on third. Unfortunately for Cheselske, a battle for fourth between Paladino, Daniel Blair and Travis Preston would eventually intrude on that hold.

At about the halfway point of the 20-minute-plus-one-lap race, Paladino, Blair and Preston came over the finish-line jump in tight formation, and all three riders nearly went down in the following right-hand turn as they fought over the same line. Eventually, Preston got around Paladino and set his sights on Cheselske. Preston, aboard an F&S Suzuki/Bill's Pipes/NAKED-backed RM, passed Cheselske in a big left-hand sweeper, but was promptly repassed. However, on the next lap, Preston made another pass in the exact same spot and this time was able to pull away for good.

Michael Brandes dominated both the 125 and 250cc Pro classes on the Hollister Grand Prix track during round four of the GFI California Winter Series.

Meanwhile, up front, Brandes was busy keeping Ryan far enough back and eventually took the win. Ryan would follow in second, with Preston, Cheselske and Paladino rounding out the top five.

"I saw Willoh and another rider make contact on the uphill, and then Willoh hit the dirt wall," an exhausted Brandes said. "I didn't get a great start and I figured Ryan would be trouble because he rides here a lot."

In fact, the last time Brandes rode at Hollister was back in 1996.

"This is the best shape I've seen this track in, because it's usually either muddy or dusty," said Brandes, who is currently sitting in seventh place in the AMA Western Regional 125cc Supercross Series.

Ryan, content with second, summed up his race thusly: "I got a good start and didn't have any problems out there. All the recent rain has kind of slowed me up in the conditioning department."

Ryan, by the way, rode four classes on the day - finishing no worse than second.

Preston, who had taken a seventh place at the AMA Arenacross at the Cow Palace the night before the race, was all smiles.

"I got a bad start and ran out of time," he said. "I felt good the whole race, and by the time I worked up through the pack, Ryan was already gone."

The 250cc Pro race got under way with the same 20-minute-plus-one-lap format in place, and blasting into the first turn was Yamaha-mounted Nathan Woods. Following Woods in hot pursuit were Brandes, Dean Matson, Cheselske and Trevor Meagher. Missing from the picture was Ryan.

"The guy next to me hit the gate and I got my front wheel stuck in it," Ryan said. "It felt like I was stuck in the gate for about 10 seconds."

Ryan had his work cut out for him, and the seasoned veteran was up for the challenge.

Brandes quickly made his way by Woods and, just as in the 125cc Pro race, said *adios* to the competition and basically cruised to a victory.

Behind Brandes, however, things got very interesting as the crowd kept its eyes glued on Ryan to see if he could make an incredible charge toward the front. The only problem was the gang behind Brandes - the likes of Matson, Woods, Cheselske and Meagher - all trying to make sure Ryan stayed behind them. But by the second lap, Ryan had amazingly made his way up to sixth place, and the first rider in the top-five group to fall victim to his charge was Meagher. As Meagher and Ryan came over a tabletop jump, the two made contact in midair and, luckily, neither rider went down. Ryan was on a furious pace and left Meagher and his Suzuki behind. Next on Ryan's hit list was Cheselske, and he also fell victim to the veteran's charge.

When Ryan caught up to Woods, who was running third, the crafty veteran sailed by on the right as Woods looked to his left. But Woods wasn't about to give up and he promptly repassed Ryan on the following turn. In fact, Woods began to pull a lead over Ryan throughout the next lap. That lead soon dwindled and Ryan once again passed Woods in the big sweeper - this time making it stick to take over third place. As Brandes continued to increase his lead up front, Matson, who was running in second place, soon felt the pressure from Ryan. Ryan eventually made the pass on Matson on the back section of the track, making the running order Brandes, Ryan, Matson, Woods and Cheselske. Things stayed calm for a few laps until Cheselske got a little out of shape and crashed. Capitalizing on the mistake was Meagher, who slipped by the downed Cheselske to take over fifth.

When the checkered flag finally came out, Brandes sailed across the finish-line jump, airing it out for the crowd to take the win. Ryan would follow in second, to the delight of the appreciative crowd, followed by Matson, Woods and Meagher.

"I had a very good start and just rode smooth," a satisfied Brandes said. "Compared to the 30-minute motos they have down south, these are a little easier."

GP Sports/FMF/Fox/Arai-backed Ryan was happy with his performance.

"Once I got into fourth place, I knew I could get second," a confident Ryan said. "With my bad start, I knew there was no way I could catch Brandes, even though he was probably cruising."

The Alford Racing/FMF-backed Matson, who had just come off a less-than-stellar performance at the AMA Arenacross at the Cow Palace the night before, was pleased with his ride.

"I felt pretty good out there," the Suzuki rider said. "After Ryan got by me, I just did my best to try and stick with him."

Like Ryan, Matson rode four classes on the day. CN

Hollister GP Track
Hollister, California
Results: March 15, 1998 (Round 4)

50 STK BEG (4-6): 1. Zachary Dupuis (KTM); 2. Michael Flores (KTM); 3. Ty Keenom (Act); 4. Ryan Bowen (Cob); 5. Ruben Hernandez (Act).

50 STK BEG (7-8): 1. Ryan Martin (KTM); 2. Garrett Adams (KTM); 3. Cody Jackson (KTM); 4. Michael Curci (Lem); 5. Jacob Breman (KTM).

50 OPEN (0-8): 1. Brandon Reyna (Cob); 2. Chris Gilbert (Yam).

60 BEG: 1. Greg Fouts (Kaw); 2. Rocco Curci (Kaw); 3. Cory Pennington (Kaw); 4. Denver Edwards (Kaw); 5. Nathan Hollister (Kaw).

60 NOV: 1. Casey Hinson (Kaw); 2. Jarrod Mertens (Kaw); 3. Kyle Parino (Kaw); 4. Aaron Makinen (Kaw); 5. Kyle Bergantz (Kaw).

60 INT: 1. Daniel Sani (Kaw).

80 BEG: 1. Mike Robbins (Suz); 2. Michael Carnes (Yam); 3. Raymond Navarro (Kaw); 4. Tyson Enzweiler (Suz); 5. Travis Perryman (Yam).

80 NOV: 1. Vincent Blair (Hon); 2. Josh Cox (Yam); 3. Eric McCrummen (Yam); 4. Nick Davis (Yam); 5. Aaron Casados (Yam).

80 INT: 1. David Boothe (Hon); 2. Steve Mertens (Yam); 3. Jon Replogle (Suz); 4. Robert Harold (Yam); 5. Matt McCrummen (Yam).

80 S/MINI: 1. David Boothe (Hon); 2. Steve Mertens (Yam); 3. Jon Replogle (Suz); 4. Robert Harold (Yam); 5. Eric McCrummen (Yam).

125 BEG: 1. Josh Hoyt (Hon); 2. Ryan August (Yam); 3. Kyle August (Yam); 4. Andy Alford (Suz); 5. Dennis James (Yam).

125 NOV: 1. Randy Norman (Yam); 2. Mike Hunter (Suz); 3. Michael Hernandez (Kaw); 4. Tim DeCoste (Suz); 5. Toby Chalios (Suz).

125 INT: 1. Danny Smith (Yam); 2. Turbo Reif (Hon); 3. Craig Truglio (Kaw); 4. Rich Stephens (Yam); 5. Jerrad Fisher (Suz).

125 PRO: 1. Michael Brandes (Suz); 2. Rick Ryan (Suz); 3. Travis Preston (Suz); 4. Aaron Cheselske (Kaw); 5. Danny Paladino (Yam).

250 BEG: 1. Lee McLaughlin (Suz); 2. Jeff Marsh (Hon); 3. Keith Rhodes (Kaw); 4. Tony Jaime (Yam); 5. Matt Beavers (Yam).

250 NOV: 1. Brian Toline (Suz); 2. Kelly Quinn (Suz); 3. Levi German (Yam); 4. Christopher Loredo (Yam); 5. Kurt Long (Hon).

250 INT: 1. Jason Jenkins (Kaw); 2. Zeb Armstrong (Yam); 3. Craig Truglio (Kaw); 4. Danny Smith (Yam); 5. Jeremy Santoro (Kaw).

250 PRO: 1. Michael Brandes (Suz); 2. Rick Ryan (Suz); 3. Dean Matson (Suz); 4. Nathan Woods (Yam); 5. Trevor Meagher (Suz).

500 INT: 1. Mike Hodges (Yam); 2. Jeff Molina (Yam); 3. Tony Basuni (Yam); 4. John Matalamali (Yam); 5. Ryan Opray (Kaw).

500 PRO: 1. Nathan Woods (Yam); 2. Dean Matson (Yam); 3. Trevor Meagher (Yam); 4. Jeff Brownlee (Yam); 5. Kenny Zahrt (Yam).

25+ BEG: 1. Kenny Briggs (Hon); 2. Jay Linstroth (Hon); 3. Tony Jaime (Yam); 4. Matt Milstien (Hon); 5. Anthony Lorscheider (Hon).

25+ NOV: 1. Brian Toline (Suz); 2. Ryan Wann (Suz); 3. Kenny Madden (Suz); 4. Wayne Zahrt (Yam); 5. Chris Bell (Kaw).

25+ INT: 1. Kevin Wise (Yam); 2. Mike Hodges (Suz); 3. Shane Verdin (Hon); 4. Jeff Molina (Kaw); 5. Tony Sulli (Suz).

25+ EX: 1. Rick Ryan (Suz); 2. Dean Matson (Suz); 3. Jon Zahrt (Kaw); 4. Marc Tucker (Hon); 5. Geoff Woods (Suz).

30+ BEG: 1. Scott Schultz (Hon); 2. Robert Woehrle (Hon); 3. Chris McSpadden (Hon); 4. David Spaughny (KTM); 5. Ray Keenom (Kaw).

30+ NOV: 1. Scott Schubert (Yam); 2. Terry Huffer (Suz); 3. David Harvey (Kaw); 4. Tim Pilg (Yam); 5. Ryan Wann (Suz).

30+ INT: 1. Mike Hodges (Suz); 2. Shane Verdin (Hon); 3. Tony Scullin (Suz); 4. Jeff Molina (Kaw); 5. John Matalamali (Suz).

30+ EX: 1. Jon Zahrt (Yam); 2. Kenny Zahrt (Yam); 3. Steve Lucente (Suz); 4. Jeff Woods (Suz); 5. Greg Pennington (Suz).

30+ PRO: 1. Rick Ryan (Suz); 2. Jon Nelson (Kaw); 3. Jon Zahrt (Yam); 4. Brian Gardner (Suz); 5. Steve Lucente (Suz).

35+ NOV: 1. Bob Warren (Hon); 2. Gerry Johossow (Yam); 3. Randy Lynch (Yam); 4. Chris Kephart (Kaw); 5. Jim Enos (Suz).

35+ INT: 1. Terry Huffer (Suz); 2. Dave Montgomery (Kaw); 3. Hank Armendariz (Suz); 4. John Matalamali (Suz); 5. Dave Mendenhall (Yam).

35+ EX: 1. Greg Pennington (Suz); 2. Robert Hansen (Suz); 3. John Handelin (Suz); 4. Pat Scullin (Suz); 5. Ted Netti (Suz).

40+ NOV: 1. Ron Rudi (Hon); 2. Bill Carnes (Yam); 3. Danny Towe (Suz); 4. Bobby Lynch Jr. (Yam); 5. Mike Towe (Suz).

40+ INT: 1. Terry Huffer (Suz); 2. Joseph Gonzalez (KTM); 3. Alan McGehee (Yam); 4. Dave Graham (Hon); 5. Keith Huffer (Hon).

40+ EX: 1. Kenny Zahrt (Yam); 2. John Handelin (Suz); 3. Joe Root (Yam); 4. Robert Hansen (Suz); 5. Ricky Masters (Suz).

Richard Lafferty blazes

By Paul Clipper

GREENBANK, NJ, MAR. 15

All eyes were on Fred Hoess, ECEA's 1997 Enduro Champion, to set the pace at the 61st running of the annual Sandy Lane Enduro, but this Sunday wasn't going to be Hoess' day. Instead, it was Richard Lafferty roosting his KTM 250 into the pacesetter's position at the first check and keeping that spot at every remaining check.

"I had a little trouble in the first section, and I actually got stuck briefly a couple of times," said Hoess afterward. "I figured he was going to get me, but I had no idea he'd get me that bad!"

Lafferty, the middle sibling of the three-brother Lafferty family, dropped a total of nine points over the 72.7-mile course. Hoess held on for second, with a 13, giving their sponsor - Bromley Suzuki-KTM - a one-two sweep of the ECEA's opening round. Third place for the day went to Richard's brother Jack Jr., a past multi-time champion of the ECEA, on his first ride aboard a Husaberg 501 for his new sponsor, Griffin Vehicle Service.

Richard Lafferty made his intentions known at the first check-out, after a short warmup section right off the start. Open trails and fire cuts from the start tightened down to low-lying and typically tight pine-woods trails, spiced here and there with water holes. The first section was barely 6 miles long but tricky to ride. Lafferty charged right off the start and blitzed through it all to card a single point at the check-out, putting him firmly in the lead for the rest of the day. The best anyone in the A or AA class did was a two at that check, with threes and fours being more typical. The two-point scores were all posted by ex-ECEA Grand Champions, namely Honda XR250 pilot Kevin Bennett (champ in '87, '88, and '90), Honda CR250 rider Mark Spence (champ in '96), and Husaberg 501 rider Jack Lafferty Jr. (seven-time ECEA Champ).

Jack Jr. seemed to be having no trouble at all switching over to the big four-stroke (last year he competed aboard a KTM 250). Spence, who sat out last season to concentrate on higher education, had high hopes for the day, but soon found himself nursing a bike that had ingested a fair amount of sandy water, and would only get through eight checks before having to retire for the day.

The next section was nearly eight miles of typical South Jersey sand and tight trees, with a fair amount of "ignorant tight" so beloved by the ECEA regulars. Once again, Richard Lafferty was the pacesetter, flying through the jersey-ripping woods with a 3:57 at the check-out. Bennett, who can ride an XR250 like no one else, matched Richard's score exactly and was the only other rider to drop a three in the section. Jack Jr. carded a 4:11 at the checkout, followed by Hoess with a 4:15. Going into the gas-available, Richard Lafferty had a commanding lead with a total of four points lost, followed by Bennett with a five, Jack Jr. with a six, and Hoess with seven points down.

A quick section after the gas determined who was sleeping or not, and it took a point from Richard Lafferty, Hoess and Jack Jr., while nipping Bennett for two. The rest of the best ECEA riders carded three or more, with the exception of the two-point scores posted by the ailing Spence, AA-class rider and KTM pilot Bill Atkinson, eventual A 200cc-class winner Robert Mohn, A Open flash Dave Groemm, and past A Four-Stroke champ Bob Bennett, who recently moved back into the region and was up to his old tricks (making life miserable for the rest of the four-stroke riders).

Another medium-long points-taking section followed, with Richard Lafferty once again topping the field, this time with a 3:59 - and once again just making the flip of the time cards. Getting closest to Lafferty was Hoess, managing a very respectable 4:22 over the same section. Atkinson and Jack Jr. came next, with a 5:28, more than a minute behind, with Bennett at 5:40.

It was clearly Richard Lafferty's race, although Hoess was finally warming up. In the last section of the day, the pair wound up dogging each other convincingly, with Richard Lafferty checking out at 1:53 and Hoess a few seconds behind at 1:58. The total scores left Lafferty with a nine-point card and Hoess the only rider to come home with a "lucky" 13. Jack Jr. and Bennett came in next with 14 points each, with Jack taking the third-place spot by a margin of 21 seconds. Rounding out the top five overall and top five in the AA class was Bill Atkinson, who finished up with a 17.

Seventeen points turned out to be the score to beat in the A class as well, with Dave Groemm and Bob Bennett (no relation to Kevin Bennett) both sharing the score. Bennett topped Groemm by 39 emergency seconds, however, which guaranteed him the High Point A trophy. Bennett, who has just returned from spending time out west for the past two years, has always been a top finisher in the A class, and is a natural four-stroke rider.

The B class was subjected to a whipping by SJER's Dan Sharpless, who has plainly spent the warm winter practicing. Sharpless slammed through the sand whoops and tight trees with a blazingly fast 24-point score at the end, fully eight points better than his closest rival, earning him the High Point B trophy. Dan Polak came closest to Sharpless' score, with a 32-point card that earned him the B Veteran-class win, and next in the B overall line was Bill Gilbert II, who finished up with a 34 and the B 250cc-class win.

Jason Catlett of Tri-County MC was the High Point C winner for the day, dropping 37 points in the C 200cc class and beating the daylights out of everyone else in the Novice division. Closest to him was Jay Ringler with a 42, who won the C 250cc class, and Joseph Dickinson, who topped the C Four-Stroke class with a 46. CN

(Top) Richard Lafferty scored the win at the opening round of the 1998 ECEA Enduro Series in New Jersey. (Above right) Defending champ Fred Hoess took runner-up honors. (Above center) Jack Lafferty Jr. finished third overall and second AA. (Above) Kevin Bennett thumped his way to fourth overall.

Sandy Lane Enduro
Greenbank, New Jersey
Results: March 15, 1998 (Round 1)

GRAND CHAMPION: Richard Lafferty (KTM).
H-PT A: Bob Bennett (Hon).
H-PT B: Dan Sharpless (Yam).
H-PT C: Jason Catlett (Suz).

AA: 1. Fred Hoess (Suz); 2. Jack Lafferty Jr. (Hbg); 3. Kevin Bennett (Hon); 4. Bill Atkinson (KTM); 5. Duane Shirk (Kaw).

A 125: 1. Greg Davies (Yam); 2. Ed McGall (Yam); 3. Vic Chalow (Yam); 4. John Roeske (Kaw); 5. M. Dean Spencer (Yam).

A 200: 1. Robert Mohn (Kaw); 2. Eric Corbin (Kaw); 3. Troy Coopersmith (Kaw); 4. Rob Kirkpatrick (KTM); 5. Joe Tavani III (Kaw).

A 250: 1. Mike Arendasky (Kaw); 2. Ron Lucas (KTM); 3. Brian Russell (Kaw); 4. Stew Crouch Jr. (Hon); 5. Jamie Wright (Yam).

A OPEN: 1. Dave Groemm (KTM); 2. Frank Vanaman (KTM); 3. Michael Crum (KTM); 4. Dean Spencer (KTM); 5. Al Switzer (KTM).

A 4-STK: 1. Craig Cossaboon (Yam); 2. Lew Smith Jr. (Hon); 3. Steven Larkin (Yam); 4. Joe Wallace (Hon); 5. Darrin Russell (Hon).

A VET: 1. John Walter (Suz); 2. Jim Gunselman (Yam); 3. Dave Maco (Suz); 4. Eric Koeller (G-G); 5. Mark Uth (KTM).

A SR: 1. Kevin Kuenzer (Kaw); 2. Cliff Tenney (KTM); 3. Terry Tucker (Kaw); 4. Bill Atherholt (Suz); 5. Dave Barlow (Yam).

A S/SR: 1. Jack Lafferty Sr. (KTM); 2. Scott Wolf (Yam); 3. Rich Tompkins (KTM); 4. Rocco Spano (Yam); 5. Don Kirkpatrick (Hon).

B 125: 1. Dan Stoppi Jr. (Yam); 2. Jerry Kitts (KTM); 3. Mario DePalma (Suz); 4. Steve Brown (Suz); 5. Jim Rink (Hus).

B 200: 1. Craig Gaver (KTM); 2. Gerald Gribble II (Kaw); 3. Dave Moorehouse (Kaw); 4. Chris Raulf (Kaw); 5. Jim Dolan (Kaw).

B 250: 1. Bill Gilbert II (Yam); 2. Dino Zulla (Yam); 3. Phil Cassot (KTM); 4. Jim Fontanazzi (Yam); 5. David Nash (Kaw).

B OPEN: 1. Rod White Jr. (KTM); 2. Eric Aaroe (KTM); 3. Raymond Strohm (KTM); 4. Jim McCullough (Kaw); 5. Joseph Grieff (KTM).

B 4-STK: 1. Doug Van Horn (Hon); 2. Scott Tellone (Hon); 3. Chris Crull (Hon); 4. Al Zabroski (Hon); 5. Brett Jamieson (Hon).

B VET: 1. Dan Polak (Kaw); 2. Doug Abramon (Hon); 3. Steve Bromley (KTM); 4. Mike Dolecek (Kaw); 5. Anthony Sutton (Kaw).

B SR: 1. Kerry Koeller (KTM); 2. Herbert Zachau (Kaw); 3. Eric Hartem (Hon); 4. David Van Pelt (Kaw); 5. Rich Heisler (Hus).

B S/SR: 1. Ron Eder (KTM); 2. Roy Howard (Suz); 3. Fred Najork (KTM); 4. Lewis Newman (Kaw).

C 200: 1. Brian Carden (Hon); 2. David Everett (Kaw); 3. Roy Harrell (Yam); 4. Robert Roseman (Kaw); 5. William Davis (Kaw).

C 250: 1. Jay Ringler (Yam); 2. Kim Plummer (Kaw); 3. Michael Berenbak (KTM); 4. Tim Wilson (Hon); 5. Scott Raulf (Hus).

C OPEN: 1. Mike Graham (Hon); 2. Karl Dodson (KTM); 3. Steve Saubier (KTM); 4. John Jackson (KTM); 5. Nick Angelus (Hon).

C 4-STK: 1. Joseph Dickinson (Suz); 2. Kevin Plummer (Hon); 3. Darren Daniel (Hon); 4. Brad Pace (Hon); 5. Josh Burkepib (Hon).

C VET: 1. Richard Stewart (Yam); 2. Marty Heisler (ATK); 3. Bob Herrington (Kaw); 4. James Way (C-A); 5. Michael Blair (Hon).

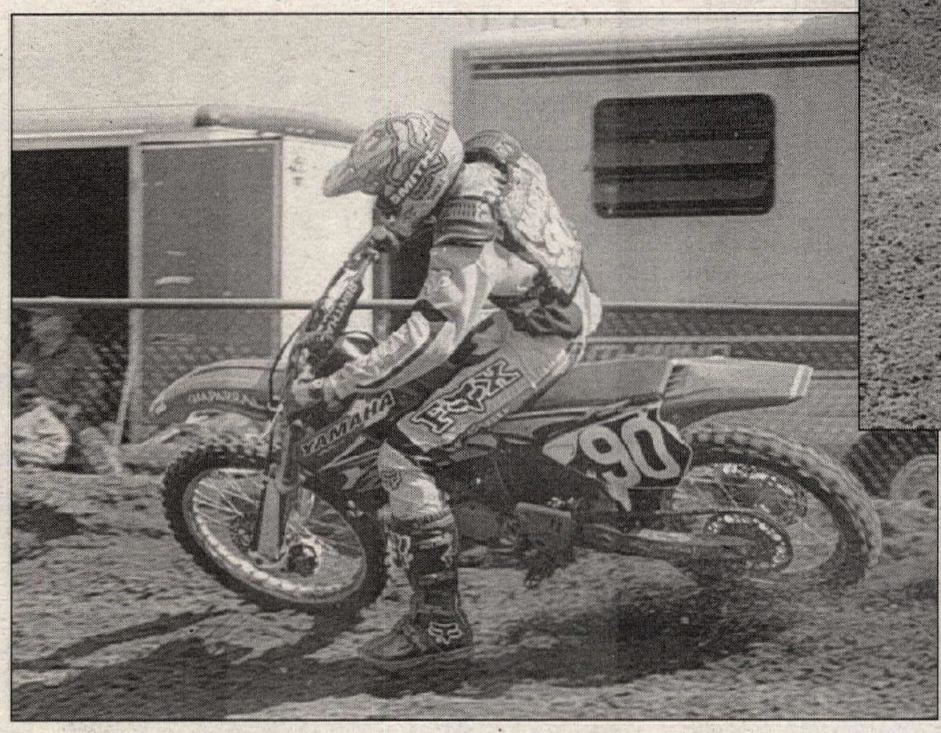
WMN: 1. Kathi Cambell (Kaw); 2. Jennifer Eyrich (Yam).

D/SPT: 1. Jay Reinert (Suz); 2. Richie Smith (Suz); 3. Nick Sperduto (Suz).

MSTR: 1. Dan Van Driel (KTM); 2. Joseph Galie (Yam); 3. Ed Baker (Hon); 4. Robert Hoover (Hon); 5. Sal Crocevera (Hon).

Lake Whitney Spring Nationals

MARLEY SPRINGS INTO ACTION



(Above) Johnny Marley rode exceptionally well in his second motos to win the 125cc Stock and Modified Schoolboy classes as well as the 125cc Open in Lake Whitney.
(Above right) Mike Alessi cleaned up, taking wins in the 65cc (7-9) Stock and Modified and 65cc Open classes.

By Kat Spann
Photos by Tony Alessi

WHITNEY, TX, MAR. 20-22

Oklahoma's Johnny Marley added three more national titles to a long and impressive list of championships and wins by taking the second annual Lake Whitney Spring National by storm in the 125cc Stock and Modified Schoolboy events, in addition to the overall win in the 125cc Open class. The Chaparral Yamaha/Fox/PJ1-backed racer struggled in his first motos on Friday, but came back a different Johnny Marley for Saturday's and Sunday's second motos.

The FMF/Kawasaki/LCS-sponsored event hosted more than 1100 racers entered for the three days of racing, with picture-perfect Texas weather accommodating riders from 27 states at the beautiful Lake Whitney facility.

Marley's biggest challenge came from fellow Oklahoman Chase Reed. Reed raced to the front in the first motos of the Schoolboy Modified, 125cc Open and 125cc Intermediate Stock events, laying the groundwork for the second motos. Marley's second and Reed's fourth in the first moto of the 125cc Intermediate Modified division gave New Mexico's Ivan Tedesco the go-ahead for the class win in that event.

By far, the best racing came from the Intermediate and Schoolboy races, as the riders showed no fear and grabbed as much throttle as could be allowed.

The 125cc Schoolboy Stock class set the pace when Marley took the first-moto win, chased by Team Green/Grapevine Kawasaki/Fox-backed Reed. Returning in the second moto, however, Marley showed a different side of his racing when he passed Reed early on. From that point on, Marley was an absolute rocket as he stayed in front of the pack, leading Reed to the checkered flag. Rounding out the top three was Colorado's Team Green-backed Andrew Short.

The 125cc Open race had Marley lining the gate with a first-moto second to Reed's first-moto win. Reed grabbed the holeshot, with Team Green/D&S Kawasaki/Pro Circuit's Ryan Wallace in the number-two spot, while Marley gated third off the start. Marley hung tough and hunted down Reed during the final lap to claim his second championship.

"Chase was riding really good in that race," Marley offered. "I was over my head a couple of times, but once I caught up to him, I slowed down a bit and rode his pace, and then got around him."

Marley's third championship came in the 125cc Modified Schoolboy class and, once again, he entered the second moto with a first-moto second to Reed's first-moto win.

"This time I was unfortunate off the start," Reed said. "I got cross-rutted and was fifth in the corner up the mountain."

"I got a good start and got out front and rode hard trying to pull a comfortable lead, which I did, leaving the battling behind me, which I like," Marley said about his race to earn his third and final championship of the weekend. "I had a lot of fun in that race!"

Reed did get a win, though, taking both moto wins in the 125cc Intermediate Stock class. Travis Elliott finished second with a 3-2 to Marley's third overall by way of a 2-4 finish.

Texan Adam Mennenga put his Team Green/Impact Kawasaki/LCS-tuned 80s out front for three titles: the 80cc (14-16) Stock and Modified classes and the Supermini class. A first-moto win in the 80cc Open class would have set the record for the event (four class championships), but a crash in the second moto placed Mennenga back in 17th overall. Colt Humphrey used a 2-4 tally to take the overall win.

California provided the fastest 65cc (7-11) Stock and Modified racer in the form of Team Green/AC Racing/Fox-backed Mike Alessi, while the other side of the United States sent American Suzuki/Bent/AXO-sponsored Davi Millsaps from Florida, and he rocketed his way to all four moto wins in the 65cc (10-11) Stock and Modified classes.

It came down to the final moto in the 65cc Open as to which side of the United States would take home the most wins. The first-moto encounter saw Millsaps take the win, with Alessi in the number-two spot. It looked like it might be a repeat performance in moto two until Alessi grabbed more throttle in the final lap of the race, in the final turn, to pass Millsaps to take the win and the overall championship.

Robbie Reynard crossed the Red River from Oklahoma to Lake Whitney, the very place that has seen this young man take many championship titles over the years.

"I'm here to practice for the upcoming outdoor nationals," said the Primal Impulse/Suzuki/Answer/Bill's Pipes-sponsored Reynard. "This a really fast track and very similar to Glen Helen."

Reynard won all four of his 125 and 250cc Pro events, while Team Green/AXO/Bell-backed Nic Wey took second overall in both events. CN

Lake Whitney MX Park
Whitney, Texas
Results: March 20-22, 1998

51 MOD (4-6): 1. Ronnie Goodwin (Cob); 2. Chaz Holladay (Cob); 3. Jamison Miller (Cob); 4. Matthew Yost (KTM); 5. David Meade (Cob).

51 STK (4-6): 1. Derek Barath (Cob); 2. Ronnie Goodwin (Cob); 3. Chaz Holladay (Cob); 4. Jamison Miller (Cob); 5. Garret Autrey (Lem).

51 STK (7-8): 1. Joseph Marburger (Cob); 2. Trey Canard (Cob); 3. Branden Willis (Cob); 4. Buddy Brunei (Cob); 5. Tyler Begue (Kaw).

51 MOD (7-8): 1. Brandon Large (Cob); 2. Buddy Brunei (Cob); 3. Joseph Marburger (Cob); 4. Dominic Issi (Kaw); 5. Richard White (Cob).

51 OPEN (4-8): 1. Joseph Marburger (Cob); 2. Brandon Large (Cob); 3. Richard White (Cob); 4. Logan Melton (Kaw); 5. Cameron Smith (Cob).

65 BEG (7-11): 1. Blake Carlile (Kaw); 2. Chris Turner (Cob); 3. Brandon Seidler (KTM); 4. Steve Kurt (Kaw); 5. Cody Ford (Kaw).

65 STK (7-9): 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Corey Slavik (Kaw); 4. Ronnie Jackson (Kaw); 5. Bradley Graham (Kaw).

65 MOD (7-9): 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Dustin Shows (Kaw); 4. Branden Knight (Kaw); 5. Ronny Jackson (Kaw).

65 STK (10-11): 1. Davi Millsaps (Kaw); 2. Cody Dickey (Kaw); 3. Scotty Wennerstrom Jr. (Kaw); 4. Trevor Monks (Kaw); 5. Adam Reson (Kaw).

65 MOD (10-11): 1. Davi Millsaps (Kaw); 2. Josh Lichtle (Kaw); 3. Trevor Monks (Kaw); 4. Riley Kurosky (Kaw); 5. Scotty Wennerstrom Jr. (Kaw).

65 OPEN (7-11): 1. Mike Alessi (Kaw); 2. Davi Millsaps (Kaw); 3. Josh Lichtle (Kaw); 4. Cody Dickey (Kaw); 5. Trevor Monks (Kaw).

85 BEG (7-11): 1. Chad McNemar (Kaw); 2. Brandon Seidler (KTM); 3. Steve Kurt (Yam); 4. Matt Carlton (Hon).

85 BEG (12-16): 1. Nate Larsen (Kaw); 2. Justin Jones (Kaw); 3. Brian Clark (Kaw); 4. Michael Lopez (Yam); 5. Robert Locke (Kaw).

85 STK (7-11): 1. Brandon Layton (Yam); 2. Kyle Partridge (Suz); 3. Davi Millsaps (Suz); 4. Josh Davis (Kaw); 5. Bryan Zachary II (Kaw).

85 MOD (7-11): 1. Kyle Partridge (Suz); 2. Davi Millsaps (Suz); 3. Bryan Zachary II (Kaw); 4. Josh Lichtle (Kaw); 5. Josh Davis (Kaw).

85 STK (12-13): 1. James Marshall (Kaw); 2. Bryan Johnson Jr. (Suz); 3. J.J. Pecsok (Yam); 4. Jason Crosby (Kaw); 5. Charlie Morrison (Yam).

85 MOD (12-13): 1. Jesse Casillas (Yam); 2. James Marshall (Kaw); 3. Nathan Davenport (Kaw); 4. Waylon Mulloch (Kaw); 5. J.J. Pecsok (Yam).

85 STK (14-16): 1. Adam Mennenga (Kaw); 2. Colt Humphrey (Hon); 3. Billy Laninovich (Yam); 4. Chad Cook (Yam); 5. Matt Whitmarsh (Kaw).

85 MOD (14-16): 1. Adam Mennenga (Kaw); 2. Colt Humphrey (Hon); 3. Billy Laninovich (Yam); 4. Chad Cook (Yam); 5. Todd Gosselaar (Hon).

80 OPEN (7-16): 1. Colt Humphrey (Hon); 2. Kyle Partridge (Suz); 3. Chad Cook (Yam); 4. Jesse Casillas (Yam); 5. James Marshall (Kaw).

S/MINI: 1. Adam Mennenga (Kaw); 2. Chad Cook (Yam); 3. Billy Laninovich (Yam); 4. Nathan Davenport (Kaw); 5. Jesse Casillas (Yam).

125 STK SCHBY: 1. Johnny Marley (Yam); 2. Chase Reed (Kaw); 3. Andrew Short (Kaw); 4. Chad Johnson (Kaw); 5. Bradley Barham (Yam).

125 MOD SCHBY: 1. Johnny Marley (Yam); 2. Chase Reed (Kaw); 3. Ben Riddle (Kaw); 4. Joshua Woods (Kaw); 5. Chad Johnson (Kaw).

125 BEG: 1. Andres Martinez (Hon); 2. Stephen Ellis (Kaw); 3. Jason Pennington (Suz); 4. Jason Smith (Yam); 5. Brian Pagel (Kaw).

125 STK NOV: 1. Justin Smith (Kaw); 2. Shane Doughty (Kaw); 3. Ryan Dirks (Yam); 4. Ty Conner (Kaw); 5. Michael Pray (Kaw).

125 MOD NOV: 1. Justin Smith (Kaw); 2. Scott Hickey (Kaw); 3. Ryan Dirks (Yam); 4. Shane Doughty (Kaw); 5. McFly Scheel (Suz).

125 STK INT: 1. Chase Reed (Kaw); 2. Travis Elliott (Kaw); 3. Johnny Marley (Yam); 4. Ivan Tedesco (Yam); 5. Andrew Short (Kaw).

125 MOD INT: 1. Ivan Tedesco (Yam); 2. Johnny Marley (Yam); 3. Ben Riddle (Kaw); 4. Beau Boynton (Kaw); 5. Chad Johnson (Kaw).

125 OPEN AM: 1. Johnny Marley (Yam); 2. Chase Reed (Kaw); 3. Joshua Woods (Kaw); 4. Beau Boynton (Kaw); 5. Travis Elliott (Kaw).

125 PRO: 1. Robbie Reynard (Suz); 2. Nic Wey (Kaw); 3. Charley Bogard (Suz); 4. Chad Wollaston (Yam); 5. Tim Langdon (Kaw).

250 BEG: 1. Henry Orona (Hon); 2. Tommy Smith (Kaw); 3. Chris Hopwood (Hon); 4. Gary Starnes (Hon); 5. Shawn Kriese (Yam).

250 STK NOV: 1. Ryan Whitting (Yam); 2. Matthew Fleetwood (Kaw); 3. Darin Stubbs (Kaw); 4. Franz Hyland (Kaw); 5. Rocky Fleming (Yam).

250 MOD NOV: 1. Ryan Whitting (Yam); 2. Franz Hyland (Kaw); 3. Matthew Fleetwood (Kaw); 4. Rocky Fleming (Yam); 5. Brady Ross (Hon).

250 STK INT: 1. Andrew Short (Kaw); 2. Shawn Smith (Hon); 3. Beau Boynton (Kaw); 4. Mike Royer (Yam); 5. Nathan Hale (Yam).

250 MOD INT: 1. Ben Riddle (Kaw); 2. Ryan Wallace (Kaw); 3. Joshua Woods (Kaw); 4. Shawn Smith (Hon); 5. Beau Boynton (Kaw).

250 OPEN AM: 1. Joshua Woods (Kaw); 2. Beau Boynton (Kaw); 3. Ryan Wallace (Kaw); 4. Mike Corder (Kaw); 5. Matt Lineman (Kaw).

250 PRO: 1. Robbie Reynard (Suz); 2. Nic Wey (Kaw); 3. Chad Wollaston (Yam); 4. Keith Johnson (Yam); 5. Josh Demuth (Kaw).

300/500 OPEN AM: 1. Roger Thayer (Yam); 2. Mike Klement (KTM); 3. Brian Johnson (KTM); 4. Will Kasson (Yam); 5. Steven Chappell (Kaw).

25+ NOV: 1. Franz Hyland (Kaw); 2. Barry Goetz (Hon); 3. Todd Bergdolt (Suz); 4. John Lincoln (Kaw); 5. Roger Ham (Suz).

25+ INT: 1. Steve Stewart (Yam); 2. Tom Hudson (Kaw); 3. Kendell Robertson (Kaw); 4. Dee Wood (Kaw); 5. David Wagner (Kaw).

25+ EX: 1. Dave Shade (Hon); 2. Michael Keating (Suz); 3. Chad Wollaston (Yam); 4. Jack Beckham (Kaw); 5. Donnie Roland (Yam).

30+ NOV: 1. David Cain (Kaw); 2. Harold Nutter (Hon); 3. Derek Eastly (Hon); 4. Steve Mombs (Yam); 5. John Lincoln (Kaw).

30+ INT: 1. Kyle Parks (Hon); 2. Tom Hudson (Kaw); 3. David Chandler (Suz); 4. Steve Stewart (Yam); 5. Ted DeVol (Hon).

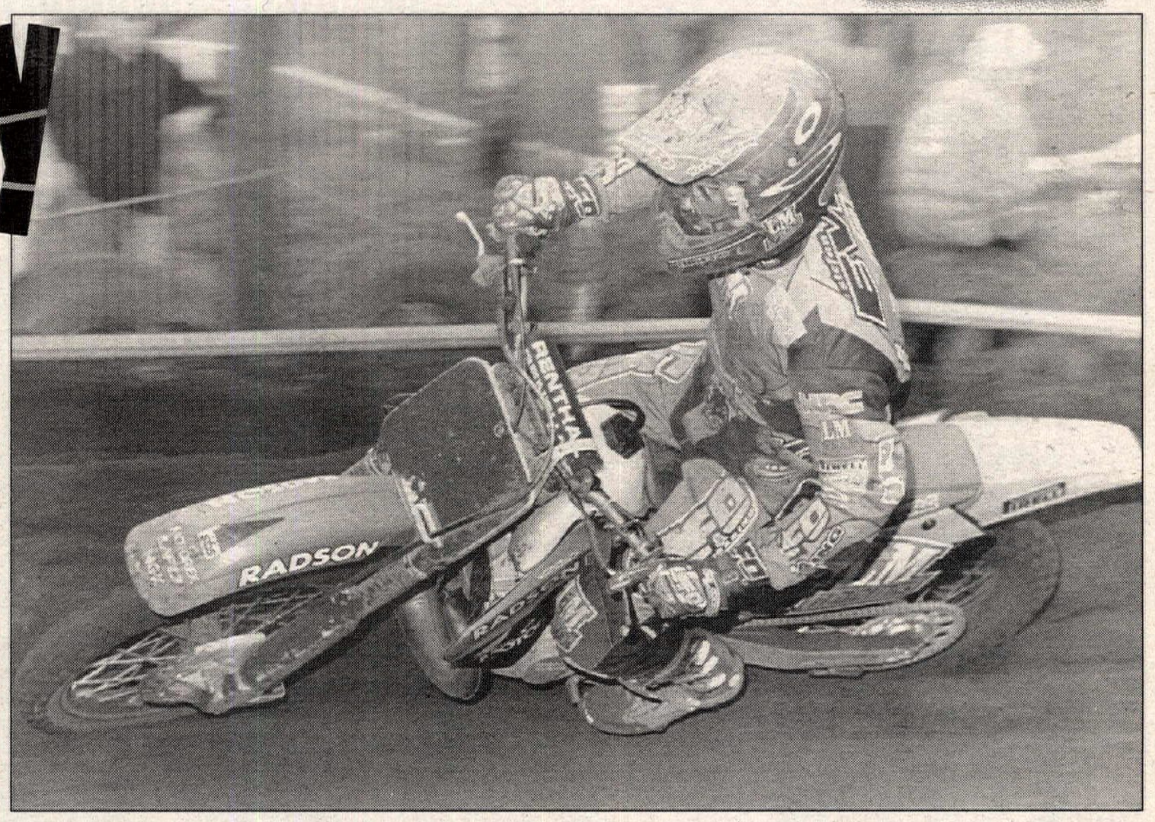
30+ EX: 1. Michael Keating (Suz); 2. Joe Jordan (Kaw); 3. Bobby Handy (Yam); 4. Jack Beckham (Kaw); 5. Donnie Roland (Yam).

35+: 1. Joe Jordan (Kaw); 2. Chan Baker (Yam); 3. Bobby Handy (Yam); 4. Ted DeVol (Hon); 5. Jim George (Yam).

40+: 1. Billy Smith (Hon); 2. Mike Partain (Yam); 3. Pete Watson (KTM); 4. Steve Mombs (Yam); 5. Ellery Stowell (KTM).

Everts' Day

By Geoff Meyer



(Right) Stefan Everts will be heading into the 250cc GP season full of confidence after winning both motos at the Mons International in Belgium. (Below right) Joel Smets rode well at Mons. At one point, the defending 500cc World Champion passed Everts before crashing. He still finished a strong second overall. (Below) Suzuki's Marnicq Bervoets rode to a pair of third-place finishes. (Bottom) Husqvarna's Darryll King struggled in the sand but still finished fourth.

MONS, BELGIUM, MAR. 22

Stefan Everts has entered the defense of his World 250cc Championship in the best form of his career, and a win in the last International of the preseason certainly proved this. His rivals could be in for a long year.

Usually a slow starter to the season, four-time World Motocross Champion Everts looked brilliant as he carved up a field of top 250 and 500cc riders to win the Mons International with 1-1 results. Finishing second to Everts was Husaberg's Joel Smets with 4-2 results, and third place went to another Belgium sand rider, Suzuki's Marnicq Bervoets, with 3-3 finishes.

For Everts, who had spent the week recovering from a virus, it was especially sweet in Victory Lane.

"I took some tablets from the doctor a couple of days before Mons, but I expected to struggle here a little," Everts said after his win. "This is one of those tough deep-sand tracks Belgium is famous for, and you really need to have your fitness perfect, but I must say I feel really good for this early in the year."

The Mons track, in the French-speaking part of Belgium (just below Brussels), was at its most dangerous as the cold, wet weather in Europe had left the track in no condition for the weak, and it was looking likely that Everts (with his cold) and World 500cc Motocross Champion Joel Smets (with his shoulder injury still healing) would be struggling against the likes of a healthy Bervoets, brothers Shayne and Darryll King, as well as Yamaha's two four-stroke specialists, Andrea Bartolini and Peter Johansson. Like true champions, though, both Everts and Smets fought overcame their problems and showed why they are the favorites for the defenses of their World titles.

The first moto of the day saw Smets take the lead, ahead of a hard-charging Darryll King, Everts, Werner Dewit and Bervoets. For Yamaha riders Johansson and Bartolini, the start was not as spectacular, as the two trailed near the rear of the field. Smets had made a great first lap, while Everts moved past King, Bervoets and Dewit and set out after Smets.

"I knew I could catch Joel," Everts said. "He has been really riding fast, but I felt good early, and I could see he was tiring a little."

Actually, Smets was having troubles.

"My arms were pumping really bad," Smets said. "I always have arm pump in these races - not enough practice this morning, plus I'm still having problems with my shoulder - well, not so much when I'm riding, but I am really not sleeping very well."

Smets and Everts had cleared away from the others, while Suzuki team riders Bervoets and Dewit were engaged in a heated battle for the third and fourth places.

"My arms were killing me," Bervoets said. "This track is one of the worst around."

Dewit was also suffering.

"This track is very narrow and bumpy, so you get no chance of passing," Dewit said. "I think everyone's arms are hurting."

The King brothers were plugging away in fifth and sixth place, but their sand-track form was anything but impressive. Both riders were way back from the lead pair.

Up front, Everts had blasted past Smets, and now it was his turn to experience arm pump.

"As soon as I passed Joel, the arm pump started," Everts said. "He was really putting some pressure on, and I could hear his four-stroke behind me. But luckily he made a mistake."

Smets had been roosted by a lapped rider and, with his vision impaired, he crashed.

"It was stupid," a somewhat angry Smets said. "I was riding okay and felt good to pass Stefan; then a lapped rider messed me up."

From then on, Everts cruised to the win, while Smets' problems grew.

"With one lap to go, I was a strong second and thought, 'Just take it easy,'" Smets said. "Then it happened again, my goggles were filled in, and I crashed and lost two places."

Smets would move from his safe second to fourth place, behind Dewit and Bervoets. Fifth place went to Darryll King, with Shayne King in sixth. Yamaha's strongmen Johansson and Bartolini finished 12th and 25th, respectively.

In moto number two, Smets again showed that his starting prowess is one of the best, as he again led KTM rider Johan Boonan, Everts, Bervoets, Shayne King, Dewit and Darryll King. Then Smets and Everts again commenced a battle royal, with the two charging around the long, narrow Mons track.

"You can't take anything away from Joel," Everts said. "He is one of the best; I'm not saying we are the two fastest riders in the world, but we are two of the fastest."

The action was first-class all the way, but the leader of the class was again Everts, as Smets' moto-one problems returned to haunt him again.

"It was not easy in the lead," Smets said. "Stefan was putting a lot of pressure on, and I again made mistakes. When he got by me, I had nothing left to fight with."

Further back, Bervoets made the most of Smets' speed loss and in no time was onto the Husaberg's back wheel.

"I felt strong," Bervoets said. "I thought I could get Joel, but it's so difficult to pass here. He's a big guy also."

The King brothers held fourth and fifth, with Darryll again having the upper hand, while Dewit had crashed out. Bartolini and Johansson trailed in 15th and 17th.

Up front, there was no stopping Everts, as he won by 24 seconds over Smets, who had moved away from Bervoets. Bervoets came home third, Darryll King fourth and Shayne King fifth.

Taking the overall and entering the new Grand Prix season with another win, Stefan Everts had some bad news for his rivals.

"I have not seen too much of Tortelli, or some of the others, but I feel very good this year," Everts said. "Our team is very strong. We have done a lot of work on the bike and it's better than last year, for sure. I don't want to make any predictions, but I'm looking at winning more GPs this year than last." CN

Mons International
Mons, Belgium
Results: March 22, 1998

MOTO 1: 1. Stefan Everts (Hon); 2. Werner Dewit (Suz); 3. Marnicq Bervoets (Suz); 4. Joel Smets (Hbg); 5. Darryll King (Hus); 6. Shayne King (KTM).

MOTO 2: 1. Stefan Everts (Hon); 2. Joel Smets (Hbg); 3. Marnicq Bervoets (Suz); 4. Darryll King (Hus); 5. Shayne King (KTM); 6. Bengt Larsson (Kaw).

O/A: 1. Stefan Everts (Hon); 2. Joel Smets (Hbg); 3. Marnicq Bervoets (Suz); 4. Darryll King (Hus); 5. Shane King (KTM).

LEADERBOARD

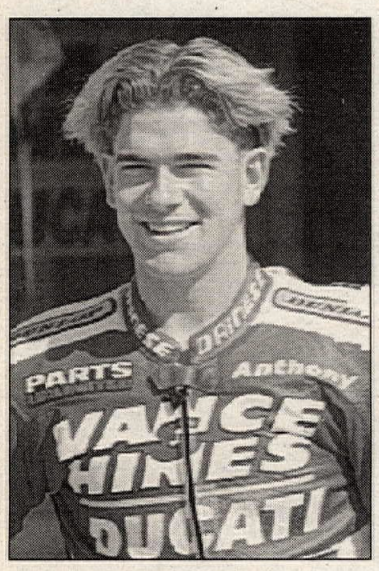
1998 Championship Point Standings

ROAD RACING

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES

(After 2 of 13 rounds)

1. Anthony Gobert (Duc), Australia (60/1 win)
   Mat Mladin (Suz), Australia (60)
3. Doug Chandler (Kaw), Salinas, CA (59)
4. Jamie Hacking (Yam), England (55)
5. Aaron Yates (Suz), Milledgeville, GA (54)
6. Ben Bostrom (Hon), Granada Hills, CA (48)
7. Thomas Stevens (Duc), Woodstock, GA (46)
8. Tom Kipp (Duc), Chardon, OH (41)
9. Scott Russell (Yam), Conyers, GA (38/1 win)
10. Thomas Wilson (H-D), Oregon, OH (34)



ANTHONY GOBERT

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 2 of 13 rounds)

1. Doug Chandler (Kaw), Salinas, CA (74/2 wins)
2. Steve Crevier (Suz), Canada (54)
   Miguel DuHamel (Hon), Canada (54)
   Eric Bostrom (Hon), Granada Hills, CA (54)
5. Jason Pridmore (Suz), Ventura, CA (53)
6. Nicky Hayden (Hon), Owensboro, KY (52)
7. Ben Bostrom (Hon), Granada Hills, CA (48)
8. Steve Rapp (Suz), Lafayette, CA (45)
9. Larry Pegram (Suz), Baltimore, OH (42)
10. Tripp Nobles III (Hon), Macon, GA (40)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 2 of 13 rounds)

1. Richard Alexander Jr. (Suz), Carmel, NY (66/1 win)
2. James Randolph (Suz), Santa Rosa, CA (57)
3. Mario DuHamel (Suz), Canada (53)
4. Jamie Bowman (Suz), Tequesta, FL (52)
   Steve Rapp (Suz), Lafayette, CA (52)
6. Chris Rankin (Kaw), Austin, TX (50)
7. Jimmy Moore (Suz), Eugene, OR (46)
8. Dale Keiffer (Suz), Las Vegas, NV (45)
9. Mike Sullivan (Suz), Centralia, WA (44)
10. John Jacobi (Suz), Bloomington, IN (43)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES

(After 2 of 14 rounds)

1. Chuck Sorenson (Yam), Discovery Bay, CA (66/1 win)
   Takahito Mori (Hon), Japan (66/1 win)
3. Roland Sands (Yam), Long Beach, CA (64)
4. Randy Renfrow (Hon), Fredericksburg, VA (54)
5. Rodney Fee (Hon), Canada (48)
6. Kurtis Roberts (Hon), Turlock, CA (46)
7. Bruce Lind (Yam), Snohomish, WA (31)
   Perry Melneciuc (Hon), Lehigh Acres, FL (31)
9. Mark Foster (Yam), San Juan Capistrano, CA (26)
   Jefferey Vos (Hon), Holland, MI (26)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES

(After 2 of 13 rounds)

1. Shawn Higbee (Bue), Waterford, WI (70/1 win)
2. Paul Harrell (Tri), Canyon Country, CA (53)
3. Mike McClean (Duc), Corte Madera, CA (52)
   Michael Gage (Tri), Baldwin Place, NY (52)
5. Thomas Hull (Duc), Mesa, AZ (49)
6. Thomas Tucciarone (Duc), San Francisco, CA (47)
7. Mark Miller (Bue), Long Beach, CA (46)
   James Lickwar (Tri), San Francisco, CA (46)
9. Bill St. John (V-2), Cullman, AZ (44)
10. David Keefer (Bue), Laramie, WY (38)

AMA/PIRELLI FORMULA XTREME SERIES

(After 1 of 13 rounds)

1. Eric Bostrom (Hon), Granada Hills, CA (37/1 win)
2. Tripp Nobles III (Hon), Macon, GA (32)
3. Mark Miller (Yam), Long Beach, CA (29)
4. Tray Batey (Suz), Gallatin, TN (27)
5. Michael Taylor (Kaw), Canada (26)
6. Jack Pfeifer (Suz), Las Vegas, NV (25)
7. Paul Harrell (Suz), Canyon Country, CA (24)
8. Michael Smith (Suz), Canton, GA (23)
9. Mike Sullivan (Suz), Centralia, WA (22)
10. Cory Call (Suz), Sacramento, CA (21)

WORLD SUPERBIKE CHAMPIONSHIP SERIES

(After 1 of 14 rounds)

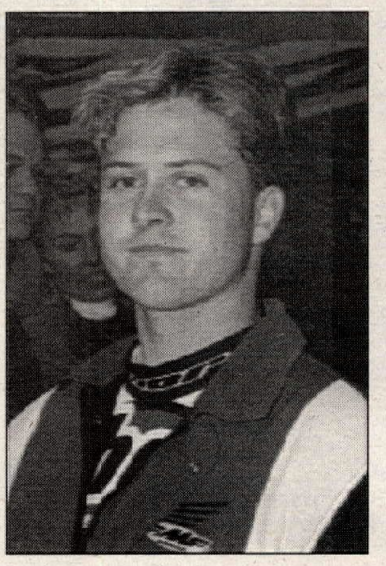
1. Noriyuki Haga (Yam), Japan (41/1 win)
   Carl Fogarty (Duc), Britain (41/1 win)
3. Troy Corser (Duc), Australia (30)
4. Aaron Slight (Hon), New Zealand (27)
5. Akira Yanagawa (Kaw), Japan (22)
6. Colin Edwards II (Hon), Conroe, Texas. (18)
7. Mark Willis (Suz), Australia (17)
8. Scott Russell (Yam), Alpharetta, Georgia (14)
9. Peter Goddard (Suz), Australia (13)
   Pier-Francesco Chili (Duc), Italy (13)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES

(After 12 of 16 rounds)

1. Jeremy McGrath (Suz), Canyon Lake, CA (267/6 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (215/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA (199/2 wins)
4. Mike LaRocco (Suz), South Bend, IN (175)
5. Larry Ward (Hon), Florence, SC (172/1 win)
6. Mickael Pichon (Suz), France (152)
7. Damon Huffman (Kaw), Acton, CA (150)
8. Jeff Emig (Kaw), Riverside, CA (146)
9. Doug Henry (Yam), Oxford, CT (143)
10. Jimmy Button (Yam), Scottsdale, AZ (126)



DAVID PINGREE

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 8 rounds)

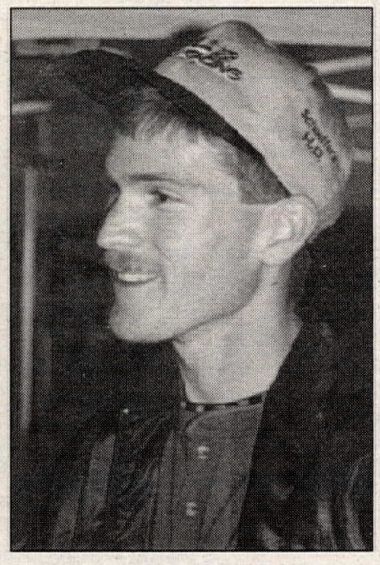
1. Ricky Carmichael (Kaw), Havana, FL (150/6 wins)
2. Robbie Reynard (Suz), Norman, OK (101)
3. Brock Sellards (Hon), New Philadelphia, OH (95)
4. Casey Lytle (Hon), Santa Clarita, CA (79)
5. Jim Neese (KTM), Greensboro, NC (53)
   Shae Bentley (Kaw), Ellenwood, GA (53)
7. James Povolny Jr. (KTM), Mendota Heights, MN (52)
8. Tony Lorusso (Suz), East Hartford, CT (49)
   Cory Keeney (Yam), Oakdale, MN (49)
10. Robbie Skaggs (Yam), Lawrence, KS (42)

KEVIN WINDHAM

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 6 of 7 rounds)

1. John Dowd (Yam), Chicopee, MA (134/2 wins)
2. David Vuillemin (Yam), France (131/3 wins)
3. Stephane Roncada (Hon), France (123)
4. David Pingree (Hon), Menifee, CA (93)
5. Nathan Ramsey (Kaw), Hixon, TX (91)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (79)
7. Michael Brandes (Suz), Quail Valley, CA (72)
8. Jason McCormick (Hon), Vancouver, WA (65)
9. Jeff Willoh (Suz), Glendale, CA (58)
   Ryan Huffman (Suz), Roseburg, OR (58)



KEVIN VARNES

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 1 of 21 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (23/1 win)
2. Terry Poovey (Rtx), Euless, TX (19)
3. Brett Landes (ATK), Los Gatos, CA (16)
4. Joe Kopp (KTM), Mica, WA (15)
5. Will Davis (ATK), Goldsboro, NC (14)
6. Rich King (CCM), Waterloo, IA (13)
7. Charlie Orr (Rtx), Irving, TX (12)
8. Roger Durkee (Rtx), Dunnellon, FL (11)
9. Kevin Varnes (Rtx), New Holland, PA (10)
10. Dan Stanley (Rtx), Bellingham, WA (9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 2 of 7 rounds)

1. Ty Davis (Yam), Hesperia, CA (55/1 win)
2. Dave Ondas (Kaw), Trabuco Canyon, CA (39)
   Destry Abbott (Kaw), Peoria, AZ (39)
4. Brian Brown (Kaw), Nampa, ID (30/1 win)
5. Dan Richardson (Kaw), Fountain Valley, CA (28)
6. Nick Pearson (KTM), Pioche, NV (25)
7. Steve Hengeveld (Kaw), Oak Hills, CA (21)
   Oakley Lehman (Kaw), Sunland, CA (21)
9. Jeff Capt (Kaw), Glendora, CA (20)
10. Russell Pearson (KTM), Pioche, NV (16)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 2 of 9 rounds)

1. Doug Blackwell (Yam), Parkersburg, WV (55/1 win)
   Brian Garrahan (KTM), Boulder Creek, CA (55/1 win)
3. Mike Lafferty (KTM), Millville, NJ (39)
4. Patrick Garrahan (KTM), Boulder Creek, CA (36)
5. Luca Trussardi (Kaw), Santee, CA (32)
6. Josh McLevy (Hon), Fairfield, CT (29)
7. Dave Flashburger (Hon), Pleasanton, CA (25)
8. Erik Kohler (Yam), Sacramento, CA (17)
9. Randy Hawkins (Yam), Travelers Rest, SC (16)
   Sean Wilson (Suz), Maple Valley, CA (16)

AMA GRAND NATIONAL CROSS COUNTRY SERIES

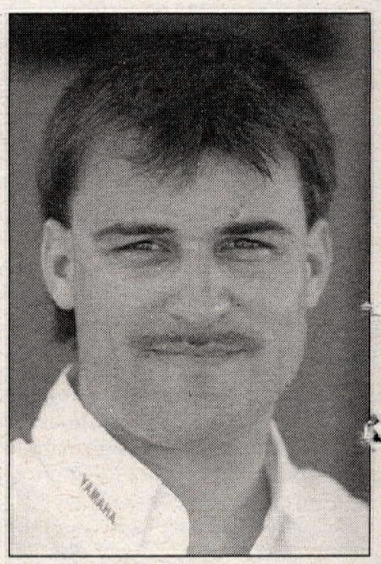
(After 2 of 13 rounds)

1. Fred Andrews (Yam), Salem, OH (38/1 win)
2. Scott Summers (Hon), Petersburg, KY (37/1 win)
   Rodney Smith (Suz), Oakley, CA (37)
4. Randy Hawkins (Yam), Travelers Rest, SC (31)
5. Michael Lafferty (KTM), Millville, New Jersey (26)
6. Jason Dahners (Hbg), Redmond, WA (23)
7. Jim Jarrett (Kaw), Minerva, OH (23)
   Luca Trussardi (Kaw), Santee, CA (23)
9. Ty Davis (Yam), Hesperia, CA (19)
10. Brian Keegan (Kaw), Washington, PA (17)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 1 of 10 rounds)

1. Ty Davis (Yam), Hesperia, CA (30/1 win)
2. Kelby Pepper (Yam), Center, CO (25)
3. Matt Stavish (Hon), Blaine, MN (21)
4. Doug Blackwell (Yam), Parkersburg, WV (18)
5. Michael Lafferty (KTM), Millville, New Jersey (16)
6. Jim Gray (KTM), Gunnison, CO (15)
7. Russell Pearson (KTM), Pioche, NV (14)
8. Patrick Garrahan (KTM), Boulder Creek, CA (13)
9. Randy Hawkins (Yam), Travelers Rest, SC (12)
10. Destry Abbott (Kaw), Peoria, AZ (11)



DOUG BLACKWELL

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES

(After 4 of 11 rounds)

1. Geoff Aaron (Bet), Alpine, CA (110/2 wins)
2. Raymond Peters (G-G), Beaver Dams, NY (97/1 win)
3. Ryon Bell (Mon), Canada (85)
4. Jess Kempkes (G-G), Lincoln, NE (84/1 win)
5. Brian Capper (G-G), Ansonia, CT (60)
6. Matt Moore (Mon), Sapulpa, OK (59)
   Dennis Sweeten (Mon), Oregon City, OR (59)
8. Michael Bryant (Bet), Bulington, CT (54)
9. Chris Bardell (G-G), Millerstown, PA (47)
10. Travis Fox (G-G), Montoursville, PA (45)

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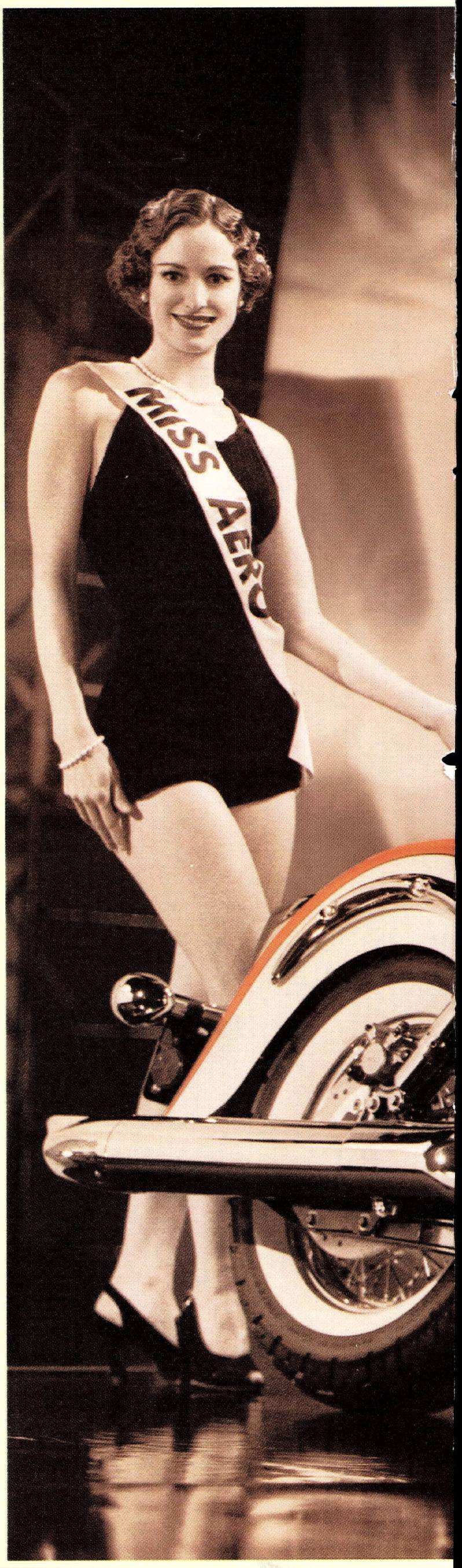

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U.S. Mega Series/AMA Team Carolina Ultra Series, Round 2/2

Justus prevails at Camp Coker

By Kirk Johnson

SOCIETY HILL, SC, MAR. 15

Temperatures in the mid-60s and sunny skies drew more than 590 riders to Camp Coker Motocross for round two of the U.S. Mega Series and round two of the Winters Amway Team Carolina Ultra Series. With the record number of riders in attendance, the competition was sure to be stiff. Paul Justus, though, had an answer for all of them. Using good starts and consistent finishes, Justus earned victories in the highly competitive 125 and 250cc B classes.

In the first 250cc B moto, KTM-mounted Shane Lawson nabbed the holeshot over Yamaha four-stroke rider Jamie Nicholson, Kawasaki-mounted Nick McAllister, Suzuki rider Shane Jenkins and Kawasaki rider Trey Younce. As the field sorted itself out during the first lap, Nicholson made a move on Lawson for the lead. McAllister took a fall through the finish-line whoops and was relegated to the back of the pack while Lawson encountered troubles as well.

With all this action, Nicholson took full advantage and stretched out a big lead - a margin he held to the finish. However, the race for the rest of the top five was anything but over. Justus was recovering from a terrible start and quickly slicing his way through the pack. By midmoto he had moved into the top five and had his sights set on Jenkins, who was in second place. As the moto drew to a close, Justus made his move on Jenkins, with fellow Suzuki rider Brad Edwards following suit. At the checkered flag, it was Nicholson - styling his four-stroke for the crowd - followed by Justus, who made a run at the winner but ran out of time, Edwards, Jenkins and the hard-charging Joshua Capps. Capps managed to pass Yamaha-mounted Baldwin on the final lap.

The second moto started off quite differently, with Capps grabbing the holeshot over McAllister, Justus and the rest of the field. Capps jumped out to an early lead, but Justus had other ideas and wasn't content to let the Kawasaki rider off that easy. Justus quickly displaced McAllister and set out after Capps. Meanwhile, there was a close battle for the third position as McAllister had his hands full with Alabama rider Jon Boy Monk and Edwards. As the lead duo battled, Monk took over third and made a charge toward the two front-runners.

As the moto drew to a close, Capps took the win, with Justus in second - a position that gave him the overall. Monk, McAllister and Edwards rounded out the top five. First-moto winner Nicholson crashed during the moto and could only muster an eighth-place finish.

In 125cc B-class action, Justus again used consistent rides to take the overall win. The Suzuki rider went 3-2 - enough to edge out fellow Suzuki rider Daniel Tesh, who went 1-4 on the day.

Tesh won the first moto after a trip to the hospital with a dislocated hip.

"Daniel popped it back in place at the hospital and then turned to me and said, 'Let's go racing,'" said Tesh's father.

Third on the day was Capps, who had a terrible first moto and finished 10th but came back to win moto two. Jered Black was fourth overall with 9-3 scores. Black had shown the speed of the front-runners, but bad starts hampered his performance. Rounding out the top five was Casey Barnes.

Double class wins seemed to be the order of the day. Counting Justus, five riders earned multiple wins at Camp Coker: Jeff Gibson, Gaylon Dickson, Jake Grims and Gary Baisden were able to duplicate Justus' feat.

Gibson took his wins in the 125cc Schoolboy class and 250cc A divisions. Gibson came back from a crash that relegated him to second in moto one of the Schoolboy class and won moto two. Barnes took the victory in the first moto and followed Gibson home on the second for second overall. Mooresboro, North Carolina's Doug Earls rounded out the top three. Gibson also had to deal with a couple of Suzuki riders in the 250cc A division as he reeled off wire-to-wire wins. The ever-present Jon Boruff took the runner-up position in both motos. Filling out the top three was Suzuki-mounted Chad Lough with 4-3 scores.

Pennsylvania's Dickson made his drive down from the north worthwhile as he garnered wins in both the Over 25 A and Over 30 A classes. Billy Liles, who is just returning to action after a long layoff, kept Dickson honest in both classes. Rounding out the top three in the Over 25 A class was Yamaha rider Kirk Johnson. In the Over 30 A class, the always-consistent Suzuki rider Joel Baker took third.

Like Dickson, Suzuki-mounted rider Gary Baisden also took two age-class wins. Baisden reeled off double moto wins in the Over 48 class. Trying to keep Baisden in sight was Terrell Welborn and Byron Hager. In the Over 40 class, Baisden stormed to the win in moto one but had to settle for a third in the second moto. This, however, was good enough for the overall. South Carolina riders Rick Rikard and Stuart English completed the top three.

The last double moto winner on the day was mini pilot Jake Griffis. The rider from Ridgeland, South Carolina, was hot in the 60cc (7-9) and the Junior Mini classes. In the 60cc class, Davin Price from Gastonia, North Carolina, and Chad Wages from Frederick, Maryland, kept the Kawasaki-mounted rider on his toes. Dustin Oates of Siler City, North Carolina, and Suzuki-mounted Travis Flowers gave chase in the Junior Mini class. CN

Camp Coker MX
Society Hill, South Carolina
Results: March 15, 1998 (Round 2)

JR MINI: 1. Jake Griffis (Kaw); 2. Dustin Oates (Kaw); 3. Travis Flowers (Suz); 4. Jake Posey (Yam); 5. Chris Osborne (Suz).

S/MINI: 1. Chad Ward (Hon); 2. Nicholas Vargo (Suz); 3. Jason Bryant (Yam); 4. Blake Hovis (Suz); 5. Chad Love (Suz).

50 (4-6): 1. McKinnon Welborn (Cob); 2. Bradley Bunch (Cob); 3. Tyler Glance (Cob); 4. Madison Hambright (Cob); 5. Trey Matthews (Cob).

50 (7-8): 1. Broc Tickle (Cob); 2. Justin Boston (Cob); 3. Zach Osborne (Cob); 4. Luke Griffis (Cob) 5. Tyler Bright (Cob).

50 SHAFT/JR: 1. Adam Ivers (Yam); 2. Ryan Gaughf (Yam); 3. Colton Tickle (Yam); 4. Damon Hambright (Yam).

60 (7-9): 1. Jake Griffis (Kaw); 2. Davin Price (Kaw); 3. Chad Wages (Kaw); 4. Austin Stroupe (Kaw); 5. Zach Osborne (Suz).

60 (10-11): 1. Joshua Schmitt (Kaw); 2. Chris Osborne (Kaw); 3. Philip Ivers (Kaw); 4. Stephen Cooke (Kaw); 5. Christopher Chesnee (KTM).

85 (12-13): 1. Matt Miller (Suz); 2. Kyle Justice (Kaw); 3. Blake Hovis (Hon); 4. Phillip Ranker (Suz); 5. Bryan Walker (Hon).

85 (14-15): 1. Adam Overcash (Suz); 2. Nicholas Vargo (Suz); 3. William Bryant (Yam); 4. Chris Ferguson (Suz); 5. Benjamin Hinson (Yam).

80 MOD (9-13): 1. Chad Ward (Hon); 2. Zachary Miller (Suz); 3. Jason Langford (Yam); 4. Bryan Walker (Hon); 5. Jacob Baertlein (Yam).

85 D: 1. Freddie Rowe III (Hon); 2. Daniel Hurley (Kaw); 3. Brandon Belcer (Suz); 4. Malcolm Klepp (Hon); 5. Zach Johnson (Suz).

SCHBY: 1. Jeff Gibson (Kaw); 2. Casey Barnes (Suz); 3. Doug Earls (Suz); 4. Shane Hager (Kaw); 5. Nicholas Warner (Suz).

125 A: 1. Jon Boruff (Suz); 2. Jeff Gibson (Kaw); 3. Chad Lough (Suz); 4. Chuck Shirley (Yam); 5. Richie Horton (Kaw).

125 B: 1. Paul Justus (Suz); 2. Daniel Tesh (Suz); 3. Joshua Capps (Kaw); 4. Jered Black (Yam); 5. Casey Barnes (Suz).

125 C: 1. Evan Owenby (Suz); 2. Anthony Griffis (Kaw); 3. Corey King (Suz); 4. Siler Chapman (Suz); 5. Michael Maharrey (Kaw).

125 D: 1. Richard Chandler (Hon); 2. J.J. Mathis (Hon); 3. Bobby Holtzclaw (Suz); 4. Brad Lindley (Suz); 5. Dustin Messer (Suz).

250 A: 1. Jeff Gibson (Kaw); 2. Jon Boruff (Suz); 3. Chad Lough (Suz); 4. Gaylon Dickson Jr. (Kaw); 5. Chad Newton (Suz).

250 B: 1. Paul Justus (Suz); 2. Joshua Capps (Kaw); 3. Brad Edwards (Suz); 4. Jamie Nicholson (Yam); 5. Jon Boy Monk (Hon).

250 C: 1. Bobby Lindsay (Kaw); 2. Evan Owenby (Suz); 3. Noel Hall (Kaw); 4. David Bridges (Suz); 5. Brian Bishop (Hon).

250 D: 1. Billy Gibson (Kaw); 2. Richard Dickson (Yam); 3. Greg Clark (Kaw); 4. Howard Biggers (Hon); 5. Todd Mills (Yam).

25+ A: 1. Gaylon Dickson Jr. (Kaw); 2. William Liles (Suz); 3. Kirk Johnson (Yam); 4. Tim Hodock (Suz); 5. Lonnie Taylor (Yam).

25+ B: 1. Jeff Mushala (Yam); 2. Michael Milem (Kaw); 3. Tracey Barnett (Kaw); 4. Shane Jenkins (Suz); 5. Kevin Blalock (Suz).

25+ C: 1. Jason Surface (Hon); 2. Noel Hall (Kaw); 3. Beau Markkolf (Suz); 4. Robbie Cashwell (Hon); 5. Eddie Parham (Hon).

30+ A: 1. Gaylon Dickson Jr. (Kaw); 2. William Liles (Suz); 3. Joel Baker (Suz); 4. Chris Wagner (Yam); 5. Donnie Davis (Suz).

30+ B: 1. Larry Sparks (Hon); 2. Albert McCoy (Suz); 3. Gregory Lykens (Suz); 4. David Tucker (Suz); 5. Rick Wright (Suz).

30+ C: 1. Keith Garland (Suz); 2. Larry Stephens (Kaw); 3. Mark Whitley (Yam); 4. Scott Tyson (Yam); 5. Waymon Autry (Suz).

35+: 1. Joel Baker (Suz); 2. Gregory Lykens (Suz); 3. Donnie Davis (Suz); 4. Daniel Bell (Suz); 5. David Tucker (Suz).

40+: 1. Gary Baisden (Suz); 2. Rick Rikard (Suz); 3. Stuart English (Hon); 4. Richard Johanson (Hon); 5. Johnny Gibson (Suz).

48+: 1. Gary Baisden (Suz); 2. Terrell Welborn (Suz); 3. Bryon Hager (Hon); 4. Ted Shortridge (Suz); 5. Joshua Cross (Hon).

U/L AM: 1. Jason Baldwin (Yam); 2. Hans Neel (Hon); 3. Spencer Hill (Yam); 4. Timmy Milligan (Suz); 5. Robert Smith (KTM).

U/L C/D: 1. Chad Yates (Hon); 2. Jonny Campbell (Kaw); 3. Shaun Henson (Hon); 4. Randy Weddington (Kaw); 5. Jared Burns (Yam).

4-STRK: 1. Richard Hiers (Suz); 2. Kirk Johnson (Yam); 3. Jeff Tomlinson (Yam); 4. Chad Viers (Yam); 5. Robert Smith (KTM).

Jeff Gibson en route to victory in the second 250cc Pro moto at the Camp Coker Motocross. Gibson also won the Schoolboy class.

U.S. Trials Series, Rounds 1 & 2

Kempkes, Peters set the pace

By Daryl Baier

BROOKSVILLE, FL, MAR. 14-15

Perfect 70-degree Florida weather with dry, sandy sections set the stage for round one of the 1998 U.S. National Observed Motorcycle Trials Series, and it was Jess Kempkes making a huge comeback over National Champion Geoff Aaron to win the first National event of the season at Cooms Motorcycle Park, with New York's Ray Peters in third overall.

At round two, however, New York's Ray Peters was simply dominant, turning in easy, low scores to come out on top of both Aaron and Ryon Bell.

Nebraska's Kempkes, number three, started off round one with a 13 after the first loop, only one point ahead of number-two Peters. Up in front was four-time National Champion Aaron holding ground with an eight-point loop. Gas Gas rider Kempkes stated after his round-one win that visiting World-level rider Tommi Ahvala, here for a Gas Gas-sponsored promotional tour of the United States, had helped him immensely with a bit of advice.

"Tommi saved me on section six when he came up to me and said I should rewalk through the section twice, because he didn't think I had picked the best line," Kempkes said. "After I rewalked the section, I saw the terrain had shifted from the previous riders coming through and basically it turned into a new section. I told Tommi about my adjustment and he gave an approving nod. I cleaned what could have turned ugly and knocked me out of the lead."

The added confidence showed as Kempkes won with a mere two-point lead with a 21 over Aaron's 23.

Going into the second loop of three for the day, Kempkes turned up the heat with a five-point loop that turned Aaron's five-point lead into a three-point lead after Aaron turned in a seven-point loop. Peters struggled, still holding a strong third place all day. He started the first loop one point behind Kempkes, but a second-loop score of 10 put him six points out, with a cushion for Aaron and Kempkes to duke it out in the third loop.

At section four, the riders faced a tree that stood five feet off the ground on its side with a top clearance of about six feet.

"The overall loop is fairly easy - every section is a possible clean - but little mistakes are adding up," Aaron said. "I'm basically beating myself every point."

Aaron went on to clean the 6-foot wall and continued to show the abilities that have been winning him championships. Kempkes shadowed Aaron by a couple of minutes, with Ahvala riding behind him. Kempkes was impressive

as he cleared the 6-foot wall and went on to clean the section.

The race for the win was up in the air until the cards were turned in. Kempkes' minder (and father), Rod, said, "Jess was on fire. He only took three points on his last loop. It's all up to Geoff's score. Jess did his part."

As the scores came in, Kempkes' three-point third loop gave him an impressive 21. Aaron repeated his first-loop score of an eight for a total of 23, two points behind Kempkes.

Peters was on fire at round two of the U.S. Trials series, coming back strongly from his third-place finish on the previous day to card a first-place finish.

Peters turned in a first-loop score of only five points. Next was Beta's Aaron with a 14. New in the mix was Montesa's Bell and Matt Moore, both with a 15, just three points ahead Kempkes' 18.

The sections were similar to the day before, consisting of fallen trees, creeks and sandy walls.

"The sections are more difficult than the previous day, but they are all possible cleans," Aaron said.

Ahvala, the 1992 World Champion from Finland, rode as an exhibition rider with an amazing 2-1-1 on each loop for a total of four on the day. His dominance showed as he made effortless cleans through the first sections, which took single and double dabs from the top U.S. riders.

The second loop set Peters alone in the lead with an amazing two-point score for a total of seven after the first two loops, 11 points ahead of Aaron.

The first and second positions were pretty well-established, with the remaining battle for third place between Bell with a 23 and Kempkes with a 24. Moore fell two seats behind Kempkes after a loop score of 26, putting him at 41 after the second loop.

The third and final loop returned Peters to the spotlight with another two-pointer, for a total of nine on the day.

"Today, every section just went different," Peters said. "As I entered each section, my line almost glowed in front of me - everything just felt right. I was relaxed and put everything behind me from yesterday and just rode like it was a new day."

Aaron turned in an impressive three-point loop for a total of 21 on the day, securing another second-place finish.

Third went down to the wire, with Bell on top after an eight-point loop for a total of 30 on the day. Kempkes turned in a 10-point loop for a total of 34 on the day and a fourth-place finish.

"My hat is off to Raymond - he found his focus and came out riding great," round-one winner Kempkes said. "I didn't think I rode bad today. It was just little worthless points here and there. I think we have a really competitive run for the U.S. title with the new Gas Gas, and it's showing with two wins at the first nationals. I am glad to see a fellow Gas Gas rider on top." CN

Cooms Motorcycle Park
Brooksville, Florida
Results: March 14-15, 1998

Saturday
O/A: 1. Jess Kempkes (G-G); 2. Geoff Aaron (Bet); 3. Ray Peters (G-G); 4. Ryon Bell (Mon); 5. Matt Moore (Mon).
Sunday
O/A: 1. Ray Peters (G-G); 2. Geoff Aaron (Bet); 3. Ryon Bell (Mon); 4. Jess Kempkes (G-G); 5. Matt Moore (Mon).

Hodges breaks out in Lake Sugar Tree Motocross

By Jay and Sharon Hauser

AXTON, VA, MAR. 15
The opening round of the U.S. Eastern Motocross Spring Series was scheduled for a week earlier and was to be held at Devils Ridge MX in Sanford, North Carolina, but it was a total washout - thanks to El Niño. The skies finally cleared up and round two of the series at Lake Sugar Tree was bumped up to serve as the opening round. With nearly 500 riders, it was obvious that the racers were ready to get back on the track - none more so than Mitchell Hodges.

Hodges, who was coming off a very successful 1997 racing season, was ready to break out when the gate fell at Sugar Tree - picking up right where he left off. Hodges would end up winning a total of three Pro motos on the day, two of which swept the overall in 250cc A racing.

Hodges' 250cc A win didn't come easily, as a few northern boys had come down from Pennsylvania to get out of the snow - and they meant business. Indiana, Pennsylvania's Shane Shipley put in strong efforts in both motos. Although he ran up front, he just couldn't match Hodges' pace. Shipley would record a pair of third-place finishes, giving him second overall on the day as he was able to edge Rob McWhorter from Denton, Maryland. McWhorter blazed to second place in the second moto, and that was enough to put him on the podium. Jamie Frazier had a strong ride to second in moto one, but faded back to sixth the second time around; his score, though, was still good for a fourth overall - ahead of yet another Shipley, Scottie. Hailing from Greensboro, North Carolina, and no relation to Shane, Scottie Shipley turned in a score of 4-5 to round out the top five.

The toughest competition Hodges would face was in the highly competitive 125cc A class. Troy Brewer has overcome a major hip injury to regain his Lake Sugar Tree speed, and he showed it off early by grabbing the holeshot in moto one. Brewer had his hands full with the other Pennsylvania hotshot - Ryan Gates, out of Johnstown - and Brad Tester. Tester's Kawasaki slipped slightly back to fifth while Hodges worked up from a poor start to take third behind Gates. Brewer held the point to the flag and the top three remained the same. McWhorter had taken some time off from motorcycle-mechanics school and looked right at home back in the saddle of a dirt bike as he started the series with a fourth-place finish in moto one.

The second moto would see Hodges get back on track, taking a perfectly timed holeshot to lead Brewer, Yamaha-mounted Doug Neighbors and Gates. Hodges left the rest of the pack to eat his dust while he ran off and hid. Although he nabbed the moto win, it wasn't enough to capture the overall; that honor fell to Brewer. Hodges did take second over Gates, while McWhorter played it cool with a pair of fourths to finish fourth overall. Tester did what he had to do to hold off Neighbors and Suzuki of Winston-Salem pilot Dustin Floyd to hold on to the final top-five spot.

(Above right) Jeff Eide won the 125cc Intermediate class at the Bandido Grand Prix, held in Palmdale, California.
(Above) Mitchell Hodges (567) leads Shane Shipley (389) and Scottie Shipley (22) en route to sweeping both 250cc Pro motos in the opening round of the U.S. Eastern MX Series at Lake Sugar Tree in Virginia.

Results

50 (4-6): 1. Jordan David (Act); 2. Ryan Smith (KTM); 3. Ryan Zimmer (Cob); 4. Zachary Moran (KTM); 5. James Goin (KTM).

60 (7-9): 1. Matthew Pierson (Kaw); 2. Ryan Fitzwater (Kaw); 3. Casey Taylor (Kaw); 4. Sidney Humphrey (Kaw); 5. Seth Brown (Kaw).

60 (10-11): 1. Samuel Fitzwater (Kaw); 2. Wes Gauldin (Kaw); 3. J-Man Troxell (Kaw); 4. David Mitchell (Kaw); 5. Zachary Turner (Kaw).

80 (7-11): 1. Samuel Fitzwater (Suz); 2. Mark Brown (Kaw); 3. Cameron Lambert (Suz); 4. Jeb Gaskill (Kaw); 5. Zach Turner (Yam).

80 (12-15): 1. Andrew Williams (Kaw); 2. Jake Furnace (Yam); 3. Zach Kutscenko (Suz); 4. Cory Gholson (Yam); 5. Josh Dexter (Yam).

S/MINI: 1. Isha Wood (Kaw); 2. Josh Dexter (Yam); 3. Zach Kutscenko (Suz); 4. Jake Furnace (Yam); 5. Michael Bria (Suz).

SCHBY: 1. Michael Crickenberger (Yam); 2. Phillip Shields (Yam); 3. Nick Pass (Suz).

125 A: 1. Troy Brewer (Yam); 2. Mitchell Hodges (Yam); 3. Ryan Gates (Kaw); 4. Rob McWhorter (Hon); 5. Brad Tester (Kaw).

125 B: 1. Justin Gibbs (Kaw); 2. Eric Cox (Yam); 3. Josh Fulton (Kaw); 4. Stephen Benoy (Kaw); 5. Michael Haga (Yam).

125 C: 1. Adam Ward (Suz); 2. Isha Wood (Kaw); 3. Jeff Winstead (Yam); 4. Travis Powers (Hon); 5. Bryan Stevens (Yam).

125 D 1. Chris French (Kaw); 2. Steve Smith (Hon); 3. Robert Eure (Yam); 4. Randy Melton (Suz); 5. Daniel Allgood (Suz).

250 A: 1. Mitchell Hodges (Yam); 2. Shane Shipley (Hon); 3. Rob McWhorter (Hon); 4. Jamie Frazier (Yam); 5. Scottie Shipley (Yam).

250 B: 1. Jason Ring (KTM); 2. Kyle Richardson (Kaw); 3. Nelan McFarland (Kaw); 4. Jamie Holcomb (Hon); 5. Troy Stanley (Yam).

250 C: 1. Jason Crawford (Suz); 2. Matthew Farmer (Suz); 3. Ray Ward (Kaw); 4. Steve Sanford (Kaw); 5. Michael Palmer (Kaw).

250 D: 1. Robert Brammer (Hon); 2. Lonnie Foster (Suz); 3. Jimmy Fraley (Hon); 4. Mike Miller (Suz); 5. Kurt Bouchard (Hon).

25+ A: 1. Jamie Frazier (Yam); 2. Shane Shipley (Hon); 3. Rob McWhorter (Hon); 4. Scottie Shipley (Yam); 5. Doug Neighbors (Yam).

25+ B: 1. Sean Rakes (Hon); 2. Nelan McFarland (Kaw); 3. Ronnie Johnson (Hon); 4. Greg Smith (Hon); 5. Troy Stanley (Yam).

25+ C/D: 1. Michael Palmer (Kaw); 2. Steve Sanford (Kaw); 3. Billy Robinson (Kaw).

30+ A: 1. Scottie Shipley (Yam); 2. Sidney Williams (Kaw); 3. Stacey Redifer (Yam); 4. James Morris (Hon); 5. Ricky Joyce (KTM).

30+ B/C: 1. Ronnie Johnson (Hon); 2. Mark Hill (Kaw); 3. Todd Marshall (Hon); 4. Chris Brewer (Hon); 5. Jay Lankford (Yam).

35+ 1. Sonny Mitcheal (Suz); 2. William Hobson (Yam); 3. Chris Brewer (Hon); 4. Jerry Robertson (Kaw); 5. Barry Nelson (Hon).

40+: 1. Sonny Mitcheal (Suz); 2. Greg Driscoll (Suz); 3. Roger Arnold (Suz); 4. Auman Parrish (Hon); 5. Richard Tribble (Yam).

OPEN/4-STRK: 1. Ricky Joyce (KTM); 2. Jay Hauser (Hon); 3. Clayton Leach (Hon); 4. Barry Nelson (Hon); 5. James Goin (Yam).

U/L: 1. Justin Gibbs (Kaw); 2. Jason Ring (KTM); 3. Kyle Richardson (Kaw); 4. Eric Cox (Yam); 5. Josh Fulton (Kaw).

Ozarek aces OTHG Motocross

By Chris Sanchirico

SAN JACINTO, CA, MAR. 14
Joey Ozarek proved to be the top banana in the Over The Hill Gang Intermediate class, putting his Suzuki ahead of the field and taking a 1-1 for the overall victory at Competition Park. Ozarek did it the hard way, getting bad starts and charging his way to the front.

Moto one saw holeshot artist Phil Means schooling the class once again as he took the lead on his IMS-backed YZ250. His lead was short-lived, though, as Tim McEntee leaped from third to first in a single bound on his Southland Cycles RM. McEntee would hold the lead for several laps before it became a three-way RM battle between himself and hard chargers Tom Sarac and Ozarek. Sarac made a nice pass on a fading McEntee to assume the lead but, with two laps to go, it was now a four-way fight with some tight racing as Southland Cycles-backed Doug Funderburg stepped in. Leader Sarac was under heavy pressure from Ozarek as the two entered the whoop section, with McEntee and Funderburg right on their heels. Ozarek would exit the whoops with the lead and take it to the checkers for the victory. The top four spots went to the RM-mounted foursome of Ozarek, Sarac, McEntee and Funderburg.

Moto two was almost a repeat of the exciting moto-one action as Means nailed down the holeshot, but he would eventually finish in seventh due to stiffness resulting from a crash during practice. This time, CR-mounted Rocky Hash would temporarily join the front-runners, with McEntee in second and Sarac in third. Moto-one winner Ozarek was deep in the field in 10th. Sarac would quickly assume the lead, passing Hash by lap three and separating himself from the field. Dave Rodriguez was charging to the front and in control of third.

With two laps to go, Ozarek came out of nowhere to claim fourth and heat up the action. With one lap to go, Hash and Rodriguez traded paint, with Rodriguez going down and dropping all the way back to 14th. Meanwhile, Ozarek pounced on the opportunity and passed both riders, moving up to Sarac's rear wheel. The winner of the two would take the overall for the day, and with half a lap to go, Ozarek made an aggressive pass on Sarac for the lead. Sarac then made a desperate attempt to retaliate on the last straight before the finish but was forced to settle for second. Ozarek took the overall, with McEntee taking third for the day.

Results

BEG: 1. Tim Farley; 2. Mike Rawson; 3. Kirby Smith; 4. George Colletti; 5. Steve Latham.

NOV A: 1. Keith Clark; 2. Dan Leahy; 3. Andy Williams; 4. Meliton Morales; 5. Brian Thiens.

NOV B: 1. Clifford Jennings; 2. Russ Pior; 3. Sean Reis; 4. Jim Roth; 5. Doug Mohr.

INT: 1. Joey Ozarek; 2. Tom Sarac; 3. Fade McEntee; 4. Blake Koecher; 5. Doug Funderburg.

EX: 1. Dennis Foster; 2. Christopher Sanchirico; 3. Steve Piattoni; 4. David Fajardo; 5. Fred Nichols.

38+ BEG: 1. Jim Clouse; 2. Mike Caruso; 3. James Holman; 4. Tracy Screeton; 5. Mike Mattal.

38+ NOV: 1. Craig Hamilton; 2. Gary Juola; 3. Stuart Pike; 4. David Ward; 5. Randy Wessels.

38+ INT: 1. Dave Harryman; 2. Marty Westerman; 3. Jeff Mason; 4. Bill Schultz; 5. Kirk Lukrofka.

38+ EX: 1. Paul Needles; 2. Mike Barlow; 3. Gary Scheidler; 4. Rob Townley; 5. James Coppedge.

PRO: 1. Willy Musgrave; 2. Craig Canoy; 3. Spam Henn; 4. John Greenway; 5. Gary Wagner.

Eide takes CRC GP win

By Greg Robertson

PALMDALE, CA, MAR. 15
Perseverance and a little bad luck on the competition's part helped Jeff Eide claim the California Racing Club's Bandido Grand Prix 125cc Intermediate-class win at Los Angeles County Raceway during round two of the American Red Cross Charity Series.

Yamaha-mounted Matt Armstrong led the charge when the green flag waved for the dead-engine start. Nick Mairose had his KTM running a close second, ahead of Ryan Orr, Eide and Brent Gilliam. Orr was on the move, passing both Mairose and Armstrong on the first lap to run out front. Orr started to stretch out his lead as Armstrong had his hands full with Mairose.

A third of the way into the 45-minute race, Armstrong went down and dropped back to fifth, handing the runner-up position to Mairose - who was about 15 seconds behind the disappearing Orr. It looked like Orr was going to run away with the win while Eide started to slowly reel Mairose in.

With just a couple of laps remaining, Orr started slowing down - the victim of a flat rear tire. Mairose took a soil sample and dropped off the pace, handing second place to Eide. It wasn't long before Eide caught and passed the ailing Orr for the lead and eventual win.

"My bike started on the first kick, but so did everyone else's," said Eide after the race. "I just kept track of where everyone was at and just started slowly gaining on them. Mairose

crashed, so I got by him, and I don't know what happened to Orr. Once, I started catching Orr, and then he slowed down and I went by him, I figured I had the lead."

Orr had a big enough lead that, even after getting the flat, he was still able to limp home to finish second, ahead of Gilliam. Armstrong came across in fourth, ahead of Mairose.

Results

P/W YAM (4-6): 1. Dylan Pemberton (Yam); 2. David Pedder (Yam); 3. Chase Lippie (Yam); 4. Michael Stewart (Yam); 5. Shawn Rhinehart (Yam).

P/W YAM (7-9): 1. Cale Summerford (Yam); 2. Rodalto Blanco Jr. (Yam).

P/W BEG: 1. Chris Plouffe; 2. Donnel Lopez Jr. (KTM); 3. Chris White (KTM); 4. Ethan Flores.

S/STK (0-6): 1. Brandon Doll (KTM).

S/STK (7-9): 1. Shawn Butler (Cob); 2. Nicholas Evans (KTM); 3. Daniel Deltoro (Cob); 4. Nathan Search (KTM); 5. Preston Lundin (KTM).

MOD (4-6): 1. Jacob Lee Buelna (Lem).

60 BEG: 1. Derreck Murphy (Kaw); 2. Ryan Lasko (Kaw); 3. Timmy Ritzler (Kaw); 4. Mikey Garcia (Kaw); 5. Shana Rhinehart (Kaw).

60 (0-8): 1. Tye Hames (Kaw); 2. Trent Pugmire (Kaw); 3. Kyle Jenkins (Kaw); 4. Justin Mulford (Kaw); 5. Cody Rogers (Kaw).

60 (9-11): 1. Robert Memoli (Kaw); 2. Brandon Spencer (Kaw).

80 BEG: 1. Cory Baldwin (Yam); 2. Randall Hall (Kaw); 3. Tye Hames (Suz); 4. John Gragg (Yam); 5. Kevin Williams (Yam).

80 (7-11): 1. Robert Memoli (Hon); 2. Garrett Norr (Suz).

80 (12-13): 1. Daryl Ecklund (Yam); 2. Chris Norr (Suz); 3. Mike Epstein (Hon); 4. Anthony Barbacovi (Yam); 5. Robert Clark (Hon).

80 (14-16): 1. Jamie Klein (Hon); 2. Ryan Riess (Yam); 3. Brian Melsheimer (Yam).

B/W: 1. Louie Santiago (Hon).

WMN: 1. Melissa Billingsley (Yam); 2. Bonnie Kelly (Yam).

VINT: 1. Dean Ostrander (Hon); 2. Greg Robertson (Yam).

DECADE: 1. Rick O'Donnell (Hon); 2. Kirk Barnett (Hon).

4-STRK: 1. Jay Wahl (Hon); 2. Jason Moss (Kaw).

125 BEG: 1. David DeLucia (Yam); 2. Chris Resnick (Hon); 3. Zack Moore (Yam); 4. Jeff Verseput (Yam); 5. Benjamin Stuelka (Suz).

125 NOV: 1. Sean O'Connor (Yam); 2. Kent Finckenhagen (Yam); 3. Scott Howe (Suz); 4. Clyde Adams (Yam); 5. Chaz Smith (Yam).

125 INT: 1. Jeff Eide (Hon); 2. Ryan Orr (Yam); 3. Brent Gilliam (Suz); 4. Matt Armstrong (Yam); 5. Nick Mairose (KTM).

125 PRO: 1. Thomas Buxrud (Yam).

250 BEG: 1. Shy Moshe (Suz); 2. Richard West (Yam).

250 NOV: 1. Jason Trubey (Kaw); 2. Scott Minster (Suz); 3. Chris Reed (Kaw).

250 INT: 1. Frank Costanzo (Hon); 2. Mike Gibson (Hon); 3. Chris Honnold (Kaw); 4. Chuck Kober (Suz); 5. Ian Pavluk (Kaw).

250 PRO: 1. Espen Blikstad (Yam).

500 NOV: 1. Darren Staffer (Hon); 2. Tyson Tittlemier (Hon); 3. Mike O'Donnell (Kaw); 4. John Dean (Kaw).

500 INT: 1. Gary Cheek (KTM); 2. Jimmy Roberts (Hon); 3. Karl Allen (Hon).

500 PRO: 1. Rick O'Donnell (Hon).

JR VET BEG: 1. Dal Trubey (Kaw); 2. Shy Moshe (Suz); 3. Randy Rhinehart (Yam); 4. Charles Pridgen (KTM); 5. Albert Torres (Hon).

JR VET NOV: 1. Bruce Richards (Kaw); 2. Cy Prado (Kaw); 3. Eric Lathrop (Kaw); 4. Rob Enriguez (Yam); 5. Bob Gorman (Yam).

JR VET INT: 1. Randy Wilkins (Suz); 2. Brad Pietro (Suz); 3. Harold Smith (KTM).

VET BEG: 1. Richard Marshall (Hon); 2. Sean Ireland (Hon); 3. Steve Devoll (Yam); 4. Michael Seymour (Hon); 5. Nick Dally (Hon).

VET NOV: 1. Joe Villegas (Hon); 2. Bruce Richards (Kaw); 3. Tom Miller (Yam); 4. Greg Atkinson (Hon); 5. Steve Norr (Hon).

VET INT: 1. Chad Nelson (Hon); 2. Leo Saul (Yam); 3. Mark Horton (Yam); 4. Randy Wilkins (Suz); 5. Randy Tittlemier (Hon).

VET EX-PRO: 1. Tim Telford (Hon); 2. Frank Costanzo (Hon); 3. Jalil Lynch (Hon).

SR BEG-NOV: 1. Tracy Oswell (Yam); 2. George Lazenby (Kaw); 3. Bob Dunham (Yam); 4. Larry Hipp (Yam); 5. Warren Brown (KTM).

SR INT-EX: 1. Karl Allen (Hon); 2. Rick Johnson (Hon); 3. Conrad Brooks (Suz); 4. Edwardo Trippo (Hon); 5. George Jimenez (Kaw).

Teamrace

60: 1. Robert Memoli/Trent Pugmire.

80: Mike Schuneman/Robert Clark.

125 BEG: 1. Melissa Billingsley/Scott Billingsley; 2. Tamera Neitzel/Joseph Neitzel.

125 INT: 1. J.J. Taylor/George LaMonte; 2. Ryan Orr/Levi Reid.

250-500: 1. Jameson Fakarsh/Russ Somers; 2. Walt Dorsch/Cole McCarty; 3. Chad Nelson/Bryan Nelson; 4. Tony Barranti/Andre Brandes.

80 IRONMAN: 1. Anthony Barbacovi.

SPTSMN: 1. Rick Johnson; 2. Bob Byrne; 3. Chase Wilson; 4. Rick Bohannan.

Wheeler, Nelson tame Barona Motocross

By Homer Eubanks

RAMONA, CA, MAR. 15

El Niño took the day off, resulting in Southern California motocross racers coming out in droves to the second event of the season at Barona Oaks Raceway. The fans enjoyed not only warm sunshine but also heated motocross action that resulted in a win by Chris Wheeler in the 250cc Pro class. Wheeler, however, couldn't match the effort of Dustin Nelson in the 125cc Pro class and was forced to settle for second. Throughout the day, a total of 241 riders rode in 27 separate classes - the largest class being the 125cc Beginners, which had 26 riders take the gate.

Wheeler had little problem in spanking the 250cc Pro class, taking the flag first in both motos. Dustin Nelson managed to give chase in the first moto but couldn't match his ride in round two and finished fifth overall. Tim Beatty took home the second-place money. Beatty was fourth in the first round and followed Wheeler across in the second moto. Ronnie Faisst brought home the third-place money with a pair of thirds.

A heated battle raged in the 125cc Pro class between eventual winner Nelson and Bader Manneh. Manneh bested Nelson's effort in the

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(Above) Sportsman 125cc Intermediate-class winner Steve Adams (551) leads Eric Harrison (45x) and Greg Gilmore (14v) in an AHRMA Vintage MX held in Tulare, California.
(Left) Gordon Waggoner (52) won both motos in Unlimited Amateur racing at the Paradise MX in Georgia after Robin James (491) crashed in the second moto.

first round and then crashed in the second race. Nelson finished second in round one and then rode to victory in the second race. Wheeler finished third in both races.

Ron Rum won the 250cc Novice class the hard way. He placed second in both motos, but at the end of the day that proved good enough for the overall. Jeff Hanzo was second after winning the first moto and finishing third in the second. Byron Kukla managed third via a 3-4 tally.

Corey MaComber bested the 125cc Novice class with a win in the first moto and a second in round two. Derek Chase beat MaComber in the second moto, but could only manage fourth in the first race; Chase's effort earned him second for the day. Third place went to Travis Fink, who tallied a 2-3 moto score.

Tyler Roberts won the 80cc Beginner class the hard way. Roberts came out strong in the first round, dominating the 17-rider-strong field. In moto two, he couldn't match the speed of Ryan Landstrom and had to settle for second. Landstrom had finished third in round one and ended up second overall. Anthony Charette put in a 2-3 effort for third.

Clayton Murillo won the Pee Wee (7-8) Stock class after losing the first round to Justin Morgan. Morgan failed to repeat his effort in the second round and Murillo went home with first-place honors. Danny Gonzalez managed to earn third. Murillo came back in the Pee Wee Modified class to win with a 1-2 showing.

The older racers - formerly (and more properly) titled the "Old Pharts" - have been grouped into Vet classes this year, and the Vet Novice division supported 22 riders. Jeff Hanzo mastered both motos, with his closest competition coming from Mike Aken. Aken had a 3-2 day for second overall. Third place went to Daniel Smith, who rode to fourth- and sixth-place finishes.

Results

INTRO TO MX: 1. Kristopher DeLeon (Hon); 2. Dennis Van Atta (Yam); 3. Jimmy Gonzales (Yam); 4. Lenny Zarate (Hon); 5. Mike Capito (Kaw).

P/W F/T: 1. Alyssa Grenda (KTM); 2. Adrian Roman (KTM); 3. Santiago Aceves (KTM); 4. Ryan English (KTM); 5. Andrew Gomez (KTM).

P/W (0-6) STK: 1. Christopher Lounsbury (KTM); 2. Dakota Garner (Cob); 3. Kristopher Chambers (KTM); 4. Cody Trotter (KTM); 5. Zachery Peddie (KTM).

P/W (7-8) STK: 1. Clayton Murillo (Cob); 2. Justin Morgan (Cob); 3. Danny Gonzales (Cob); 4. Michael Hall (Cob); 5. Eric Fischer (Cob).

P/W (0-6) MOD: 1. Dakota Garner (Cob); 2. Kristopher Chambers (KTM); 3. Cody Trotter (KTM); 4. Dylin Schmoke (KTM).

P/W (7-8) MOD: 1. Clayton Murillo (Cob); 2. Michael Hall (Cob); 3. Justin Morgan (Cob); 4. Danny Gonzales (Cob); 5. Eric Fischer (Cob).

JR CYCLE BEG: 1. B.J. Hart (Kaw); 2. Steven Lewis (Kaw); 3. Cory Branch (Kaw); 4. Blake Wilkey (Kaw); 5. Randy Sandoval (Kaw).

60 (7-11): 1. Brad Masters (Kaw); 2. Phillip Bruscella (Kaw); 3. Chase Takacs (Kaw); 4. Bradley Baquial (Kaw); 5. Cody Seevers (Kaw).

80 BEG: 1. Tyler Roberts (Yam), 2. Ryan Landstrom (Yam); 3. Anthony Charette (Yam); 4. Matt Waldo (Yam); 5. Jeff Vaughn (Hon).

80 NOV: 1. Ryan Beat (Yam); 2. Nick Tyree (Yam); 3. David Meyers (Hon); 4. Bobby Romero (Yam); 5. Brandon Ellingsen (Kaw).

80 INT: 1. Dustin Watson (Suz); 2. Clinton Pierce (Suz); 3. Nicky Griffin (Yam); 4. Josh Navarro (Kaw).

80 (7-11) STK: 1. Ryan Beat (Yam); 2. Anthony Charette (Yam); 3. Justin Noble (Kaw); 4. Kyle Adams (Kaw); 5. Phillip Bruscella (Yam).

S/MINI: 1. Dustin Watson (Suz); 2. Micky Griffin (Yam); 3. Tyler Roberts (Yam); 4. Brandon Ellingsen (Kaw); 5. Bobby Romero (Yam).

125 BEG: 1. Ben Hunkins (Hon); 2. James Marris (Yam); 3. Mickey Rogers (Yam); 4. Jason Jones (Yam); 5. Chris Fuller (Hon).

125 NOV: 1. Corey MaComber (Yam); 2. Derek Chase (Yam); 3. Travis Frink (Kaw); 4. Zack Shirley (Suz); 5. Matt London (Yam).

125 (12-15): 1. Emitt King (Suz); 2. Corey MaComber (Yam); 3. Peter Scully (Yam); 4. Kyle deQuillettes (Yam); 5. Gary Motshagen (Yam).

125 (16-25): 1. Josh Warner (Yam); 2. Derek Chase (Yam); 3. Aaron McDonough (Yam); 4. Joshua West (Yam).

125 INT: 1. Josh Warner (Yam); 2. Joshua West (Yam); 3. Daniel Sandergaard (TM); 4. Emitt King (Suz); 5. Wilson Nichols (Hon).

VET BEG: 1. Steve Capson (Suz); 2. John Mattera (Hon); 3. Paul Ellingsen (Hon); 4. Rick Cheshire (Yam); 5. Loran Bailey (Kaw).

VET INT: 1. Ron Ruff (Suz); 2. James deRidder (Yam); 3. Scott Richeson (Yam); 4. Greg Luck (Hon).

VET NOV: 1. Jeff Hanzo (Suz); 2. Mike Aiken (Yam); 3. Daniel Smith (Hon); 4. John Willis (Hon); 5. Les Abernathy (Kaw).

125 EX: 1. Masaki Hiratsuka (Hon).

PRO 125: 1. Dustin Nelson (Yam); 2. Chris Wheeler (Suz); 3. Bader Manneh (Yam); 4. Josh Tarantino (Yam); 5. Masaki Hiratsuka (Hon).

250 BEG: 1. Mike Aiken (Yam); 2. Ricky Graves (Kaw); 3. Jarod Scoggin (Hon); 4. Dan Dewall (Kaw); 5. Kyle Yost (Yam).

250 NOV: 1. Ron Ruff (Suz); 2. Jeff Hanzo (Suz); 3. Byron Kukla (Kaw); 4. Kiel Mattson (Hon); 5. John Mesa (Kaw).

250 INT: 1. Daniel Nichols (Kaw).

250 PRO: 1. Chris Wheeler (Suz); 2. Tim Beatty (Suz); 3. Ronnie Faisst (Suz); 4. Dustin Nelson (Yam), 5. Seven Beerweiler (Suz).

Jandro has a handle on Madera Scrambles

By Sam Roberts

MADERA, CA, MAR. 15
Spring was in the air, and a strong field of riders turned out for round three of the 1998 California Rough Scrambles Series. In the Vet Novice class, it was local rider Scott Jandro splitting moto wins with Chuck Sheets to take the overall win.

Sheets nailed the start in the first moto and held off Jandro to take the checkers, but Jandro came back strong in moto two. Once again, Sheets was off the line first, but this time Jandro struck quickly, making a pass stick on lap three. Sheets dogged Jandro for the rest of the race but couldn't get back in front. Sheets hung on to take second overall, with Bryan Popoff, Darryl Cully and Andrew Alba rounding out the top five.

In the combined Open/Vintage race, Vintage Iron's Rick Doughty smoked the field on his very clean 1974 Maico. Doughty made it look easy as he cruised to the Vintage Expert-class win. CZ-mounted William Andrews took the Vintage Novice win, while Steve Osborn swapped moto wins with Steve Baltz to come out on top of the Open class.

In 250cc Novice action, Allen pulled the holeshot and held off local riders Jason Benzler and Daniel Ogan to take the win. The second moto saw Benzler out front off the line, with Allen and Mario Logoluso giving chase. Allen crashed hard and wound up seventh while Logoluso faded to fifth. Andre Alba put in a strong ride through the pack to take second in the moto. Benzler snagged the overall, with Cully and Ogan rounding out the top three.

Results

50 NOV: 1. Nick Baker (KTM); 2. Chris Jandro (KTM).

50 EX: 1. Gregory Grouleff (KTM).

60 (0-8) NOV: 1. Gregory Grouleff (Kaw); 2. Dustin Pipes (Kaw); 3. Andrew Desilagna (Kaw).

60 (9-11) NOV: 1. Max Anderson (Kaw).

80 NOV: 1. Ryan Salvano (Kaw); 2. Kutter Morrison (Suz); 3. Stewart Barber (Hon); 4. David Jensen (Kaw).

125 NOV: 1. Bryan Stark (Kaw); 2. Joey Daggett (Hon); 3. Jon Soiseth (Suz).

125 EX: 1. Robert Hannah (Hon); 2. Jeremy Hannah (Suz); 3. Gar Gladders (Hon).

250 NOV: 1. Jason Benzler (Yam); 2. Darryl Cully (Yam); 3. Daniel Ogan (Kaw); 4. Andre Alba (Kaw); 5. Rich Allen (Hon).

250 EX: 1. Thomas Fullam (Hon); 2. Greg Weeks (Yam).

OPEN NOV: 1. Steve Osborn (Yam); 2. Steve Baltz (Hon).

VET NOV: 1. Scott Jandro (Hon); 2. Chuck Sheets (Mai); 3. Bryan Popoff (Yam).

VET EX: 1. Greg Weeks (Yam); 2. Thomas Fullam (Hon); 3. David Pettit (Yam).

O/T NOV: 1. Warren Shubin (Suz); 2. Tony Failla (CZ).

VINT NOV: 1. William Andrews (CZ); 2. Dave Mayreis (Mai).

VINT EX: 1. Rick Doughty (Mai).

Lindsey, Bailey blast Paradise Motocross opener

By Gary Crider

MACON, GA, MAR. 14
Round one of SportStar's third annual AMA Trans-MX Series saw Aaron Lindsey and Christopher Bailey each take double class wins in Saturday's event at Paradise MX. Lindsey put his BSY/AXO/Pro Circuit-backed Yamaha out front early each time to win every moto in 125cc Schoolboy and 125cc B racing. And Bailey did likewise in both A divisions aboard his Motosports/Pro Element/LSD-sponsored Honda.

The AMA Trans-MX Series underwent a change of venue for the 1998 season after the series' promoters severed their relationship with former host Road Atlanta. The series now includes a trio of Georgia tracks, located in Macon, Atlanta and Augusta. Events are still run on Saturdays, as in previous years.

The hard-fought 125cc C class saw Freddie Brown grab the first-moto holeshot to begin a three-way dice with fellow Yamaha pilot Chris Gibson and Suzuki-mounted Lee Jones. Gibson eventually moved to the front for the moto win over Jones and Brown.

In moto two, Brown took the holeshot again only to see Jones go by on the first lap. AAR/FMF-backed Jones held on for the win to net top honors over Gibson and Brown.

Michael McCart was top dog in the fierce 250cc C division by virtue of his consistent 1-2 moto score. Bryan Wormley challenged McCart during the opening moto and finished second, but a crash at the start of moto two held Wormley to an eventual ninth place overall. Russell Radford had problems in moto one, but came back to win moto two, earning runner-up honors via his 7-1 score. Robert Nearn was third with a 5-4 tally. The 1997 Series Champion, Larry Waters, was running strong in second in the final moto until he crashed off a jump. Waters remounted to finish 3-7 to take fourth overall.

The opening moto of Unlimited Amateur racing saw Brandon Livingston and Robin James finish second and third, respectively. Livingston and James crashed out of action in moto two, however, while Gordon Waggoner turned in a flawless 1-1 performance.

The Over 30 class featured a fast-moving trio of Kawasakis piloted by Glenn Bates, Kevin Matthews and Greg Lassiter. All three took turns at the front and their second-moto brawl was intense, but Bates walked away with a perfect score. Mathews was runner-up over Lassiter.

Lassiter and Matthews renewed their debate in the Over 35 contest, but they were no match for the swift Ross Johnston, who ran away with both moto wins. Lassiter was the runner-up this time, over Matthews.

Andrew Matusek claimed double class wins aboard his Cycle Specialty/Fox/FMF-backed Suzuki in the Junior Mini and Youth 80 (9-12) divisions. Motosports/FMF/Oakley-sponsored Michael Graham was the runner-up in both classes.

Results

VINT: 1. David Keith (Yam); 2. Derek Gilbert (Suz); 3. Michael Barker (Hus).

50 OIL-INJ: 1. Dylan Ivey (Yam); 2. Sean Lautzenhisor (Yam); 3. Hunter Pittman (Yam); 4. Kristin Banks (Yam).

50 (4-6): 1. Arthur Cofield (Cob); 2. Cody Hutchings (Cob); 3. Brandon Brown (Cob); 4. Cody Cantrell (Cob); 5. Mason Jones (Cob).

50 (7-8): 1. Jordan Pittman (Cob); 2. Douglas Bailey (KTM); 3. Buck Saye (Cob); 4. Blake Nash (Cob); 5. Riley Seymour (KTM).

60: 1. Brent Carden (Kaw); 2. Jase Lewis (Kaw); 3. Matt Tisdale (Kaw); 4. Lance Flowers (Kaw); 5. Jordan Pittman (Kaw).

80 D: 1. Joel Klawitter (Hon); 2. Tristan Lupo (Hon); 3. Eric Molletta (Yam); 4. Terry Jones (Yam); 5. Trevor Grogan (Hon).

JR MINI: 1. Andrew Matusek (Suz); 2. Michael Graham (Kaw); 3. Brent Carden (Kaw); 4. Jase Lewis (Hon); 5. Torre Streifthau (Kaw).

SR MINI: 1. Chris Ivey (Suz); 2. Cory Cone (Suz); 3. Matt Howard (Hon); 4. Leah Cantrell (Suz); 5. Chase Roberson (Suz).

S/MINI 100: 1. D.C. Thomason (Kaw); 2. Chris Ivey (Suz); 3. Matt Howard (Hon); 4. Cory Cone (Suz); 5. Eddie Ligouri (Yam).

80 YTH (9-12): 1. Andrew Matusek (Suz); 2. Michael Graham (Kaw); 3. Ben Bass (Kaw); 4. Lance Flowers (Suz); 5. Billy Green (Yam).

SCHBY 125: 1. Aaron Lindsey (Yam); 2. Cody Watford (Suz); 3. Jon Masters (Yam); 4. Chris Gibson (Yam); 5. Lee Mullis (Yam).

125 D: 1. Jase Cummins (Kaw); 2. Brent Lamb (Yam); 3. Phillip Lallement (Yam); 4. Alan Bowling (Yam); 5. Nathan McDonald (Suz).

250 D: 1. Steven Bryant (Hon); 2. Ron Twilley (Hon); 3. Bill Armstrong (Kaw); 4. Chuck Greer (Suz); 5. Eric Waters (Hon).

125 C: 1. Lee Jones (Suz); 2. Chris Gibson (Yam); 3. Freddie Brown (Yam); 4. Todd Addison (Yam); 5. Nick Todd (Suz).

250 C: 1. Michael McCart (Hon); 2. Russell Radford (Kaw); 3. Robert Nearn (Suz); 4. Larry Waters (Hon); 5. Perry Bell (Hon).

125 B: 1. Aaron Lindsey (Yam); 2. Gordon Waggoner (Kaw); 3. Cody Watford (Suz); 4. Robert Chambers (Hon); 5. Josh Knight (Suz).

250 B: 1. Robert Chambers (Hon); 2. Ronnie Frazier (Kaw); 3. Mark Palmisano (Kaw); 4. Josh Knight (Suz); 5. Lee Mullis (Yam).

U/L AM: 1. Gordon Waggoner (Kaw); 2. Lee Jones (Suz); 3. Gregg Remaley (Hon); 4. Geoff Travis (Hon); 5. Larry Jordan (Yam).

25+: 1. Jonathan McClellan (Yam); 2. Glenn Bates (Kaw); 3. Mark Palmisano (Kaw); 4. John Carpenter (Yam); 5. Phillip Lallement (Yam).

30+: 1. Glenn Bates (Kaw); 2. Kevin Matthews (Kaw); 3. Greg Lassiter (Kaw); 4. Rodney Frazier (Kaw); 5. Larry Jordan (Yam).

35+: 1. Ross Johnston (Hon); 2. Greg Lassiter (Kaw); 3. Kevin Matthews (Kaw); 4. Brad Lowe (KTM); 5. Steven Twombly (Yam).

40+: 1. Warner Wilbourn (Suz); 2. Steven Twombly (Yam); 3. Mark Cyphers (Yam); 4. Craig Geiger (Kaw); 5. Larry Hamrick (Yam).

125 A: 1. Christopher Bailey (Hon); 2. Jeff Giese (Hon); 3. Michael Damico (Suz); 4. Jonathan Blain (Yam); 5. Mark Cyphers (Yam).

250 A: 1. Christopher Bailey (Hon); 2. Ross Johnston (Hon); 3. Jeff Giese (Suz); 4. Michael Damico (Suz); 5. Jonathan Blain (Yam).

SPCL OPEN 25+: 1. Jerry Buechler; 2. Norris Quinn; 3. Van Purser.

SPCL OPEN PRO: 1. B.J. Sosebee; 2. Lane Coile; 3. Derek Nash.

Parsons shows pack his back at Tulare Motocross track

By J.W. Carver

TULARE, CA, MAR. 1
Although Matt Parsons of Santee, California, has always ridden in AHRMA's Classic class at the Tulare MX, he decided to try his luck for the first time in the hotly contested Sportsman 500cc Intermediate class at an AHRMA Vintage Motocross. Aboard his classic 1969 Rickman-BSA 441, powered by a B-44 engine, equipped with a Westlake top-end, Parsons garnered holeshots in each moto.

In moto one, Parsons was followed out of the gate by Gary Egloff and Richard Yelkin, both on large-displacement Husqvarnas. The thundering B-44 thumper, however, proved too much for the two-strokes and Parsons took the checkered, followed closely by Egloff and Yelkin.

In moto two, Parsons took the early lead, but this time he was forced to battle another thumper rider, Bob Spicer, on a Cheney-BSA B-50 500. Spicer is well-known for immaculate equipment and meticulous attention to cleanliness and detail. His racing Cheney-BSA outshines most show bikes and his pit area would make Martha Stewart proud. It is not uncommon to see Spicer with a broom in hand, doing a final sweep-down of his pit area while other competitors are anxiously positioning themselves for a preferred spot at the starting gate. Once on the track, however, Spicer is the first to get down and dirty.

Spicer had edged Parsons out the day before on Tulare's famed TT course, and Parsons wanted revenge in Sunday's MX - and he got it. Although it appeared Spicer had the horsepower advantage, Parsons, who is renowned for riding a very wide line, used his ability to maximize every inch of track to stifle each of Spicer's attempts to pass. In the end, it was Parsons in first, immediately followed by Spicer. Combined with his fourth-place finish in the first moto, Spicer got second overall. Yelkin's two thirds earned him a third overall.

After a full day of open-traction TT racing on Saturday at Tulare, the Sunday MX lived up to the great expectations of many racers who were entered in both days' events. Having been postponed the week before as a victim of El Niño, the Tulare MX was run under blue skies, with many well-attended classes. As usual, the track was expertly prepared by Triple-M Racing, and the schedule of races went off perfectly.

Results

WMN: 1. Ellen Voermans (Hon); 2. Sara Lightfoot (Ric).

30+ NOV: 1. Carlos Romero (Yam); 2. Phil Nystrom (Hus); 3. David Starr (Yam); 4. J.W. Carver (CZ); 5. Chris Frei (CZ).

30+ INT: 1. Clark Summer (Suz); 2. Mike Schulhof (Hon); 3. Christian Ortero (Suz); 4. Curtis Fournier (Hon); 5. Eric Harrison (Hon).

30+ EX: 1. Matt Rohr (Tri); 2. Ed Sims (Hon); 3. Rod Dunivent (Hon).

40+ NOV: 1. Chris Pietrzyk (Hon); 2. Isaac Hull (Hon); 3. Jeff O'Brien (Bul); 4. John G. Skaggs (CZ); 5. J.W. Carver (CZ).

40+ INT: 1. Tom Barnett (Hon); 2. Gary Egloff (Hus); 3. Pete Biddy; 4. Jerry Winklebaurer (Hon); 5. Bill Goldfus (Ric).

40+ EX: 1. Dennis Spence (Hon); 2. Randy Lewis (Oss); 3. Charlie Richardson (CZ); 4. Ed Sims (Hon); 5. Jeff Mullins (Mai).

50+ NOV: 1. Joe Cook (BSA); 2. Lane Allen (Bul); 3. Don Wood (Yam); 4. John Guilliford (Ric); 5. Bob White (Mai).

50+ INT: 1. Jim Chisum (BSA); 2. Chuck DeRan (Yam); 3. Steve Lacey (Hon); 4. George Smith (Hus); 5. Ron Clawson (Mai).

50+ EX: 1. Doyle Cook (Suz); 2. Danny Smart (Hus); 3. Don Roufs (Mon).

60+ NOV: 1. Chuck Herron (BSA); 2. Richard Mayer (Hon); 3. Norm Blackmer (Kaw); 4. Jay Wahl (Rok); 5. Melvin Shapiro (Oss).

60+ INT: 1. John Rice (Gre); 2. Richard McCormick (Hon); 3. Jim Cooke (Hon); 4. Hank Casio (BSA).

60+ EX: 1. Wayne Sumner (BSA).

CLSSC 125 NOV: 1. Richard Yamane (KTM); 2. Mike Folena (Ric); 3. Pete Silva (Pen); 4. J. W. Carver (CZ).

CLSSC 125 INT: 1. Lee Fabry (Hod); 2. Doyle Cook (Zun); 3. Jon McGill (Hon); 4. Jeff Snyder (Hus); 5. Rich Dominguez (Puc).

CLSSC 125 EX: 1. Harry Bellicitti (Hus); 2. Gary Davis (Hon); 3. Ed Newman (Kaw).

CLSSC 250 NOV: 1. John Guilliford (Oss); 2. Eugene Crawford (AJS); 3. Bill Samstag (Gre).

CLSSC 250 INT: 1. Kenny Sykes (Gre); 2. Gary Cochell (AJS); 3. Brett Meehan (AJS); 4. Doyle Cook (Tri).

CLSSC 250 EX: 1. Joe McCoy (Tri); 2. Mike Beanway (Gre).

CLSSC 500 NOV: 1. Jeff Tulinius (BSA); 2. Rick Wheeler (Tri); 3. Mike Lightfoot (BSA).

CLSSC 500 INT: 1. Gary Cochell (AJS); 2. Dave Beeching (BSA); 2. Frank Rodgers (BSA); 3. Chris Stafford; 4. Dennis Moore (BSA); 5. Dave Beeching (BSA).

CLSSC 500 EX: 1. Charlie Beck (Mai).

PREM 500 INT: 1. John McCoy (Ric); 2. Dave Beeching; 3. Dennis Moore (BSA).

PREM L/W NOV: 1. Bill Samstag.

PREM L/W INT: 1. Dave Janiec (BSA); 2. Len Anderson (BSA); 3. Randy Hiatt (BSA).

PREM L/W EX: 1. Gary Davis (Hon); 2. Jack Ausmus (BSA).

PREM OPEN TW INT: 1. Norm Shields (Tri); 2. Joel Sweeney (BSA); 3. Marsh Runyon (H-D); 4. Edward Crowell (Mat).

PREM OPEN TW EX: 1. Gary Davis (Tri).

SPTSMN OPEN TWIN NOV: 1. Pete Silva (Tri); 2. Bill Riauda (Tri).

SPTSMN OPEN TW INT: 1. Clark Sumner (Tri); 2. Ron Clawson (Tri); 3. Joel Sweeney (BSA).

SPTSMN OPEN TW EX: 1. Matt Rohr (Tri); 2. Don Howard (H-D); 3. Manuel Datan (Yam); 4. Joe McCoy (Tri).

SPTSMN 125 NOV: 1. Joel Hanson (C-A); 2. Pat Knopp (Bul); 3. Ellen Voermans (Hon); 4. Chris Frei (Yam); 5. Michael Conley (Hon).

SPTSMN 125 INT: 1. Steve Adams (Hon); 2. Bill Clem (Hon); 3. Robert Miller (Hon); 4. Bryan Davis (Hon); 5. Mark LaCurelle (Hon).

SPTSMN 125 EX: 1. Steve Parker (Hon); 2. Steve Gibson (Hon); 3. Scott Davis (Hon); 4. Mark Arsenault (Hus); 5. Armen Clawson (Kaw).

SPTSMN 250 NOV: 1. Charles Ditmore (Yam); 2. Isaac Hull (Hon); 3. Joel Hanson (Hon); 4. Coil Zavala (Suz); 5. James Hanson (C-A).

SPTSMN 250 INT: 1. David Brosky (Hon); 2. Mike Schulhoff (Hon); 3. Dale Brosky (Hon); 4. David Helwig (Yam); 5. Kirk Barnett (Hon).

SPTSMN 250 EX: 1. Randy Lewis (Oss); 2. Ed Sims (Hon); 3. Manuel Datan (Yam); 4. Scott Davis (Hon); 5. Tim Nash (Hon).

SPTSMN 500 NOV: 1. David Starr (Yam), 2. Charles Ditmore (CZ); 3. Marc Locke (Hus); 4. Mark Szura (CZ); 5. Terry Waters (CZ).

SPTSMN 500 INT: 1. Matt Parsons (BSA); 2. Bob Spicer (BSA); 3. Richard Yelkin (Hus); 4. Gary Egloff (Hus); 5. Rick Nicholson (Mai).

SPTSMN 500 EX: 1. Dave Dotson (KTM); 2. Ken Vanderhof (CZ); 3. Charlie Richardson (CZ); 4. Armen Clawson (Mai).

BMBR NOV: 1. Stanton Speck (Mai); 2. Terry Waters (CZ).

BMBR EX: 1. Randy Lewis (Oss); 2. Kirk Barnett (Yam); 3. Dennis McAdam (Yam); 4. John Meredith (Mai); Scott Silva (YZ).

Roberts roosts Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, MAR. 8

Recently, the Las Vegas Motor Speedway held its first annual Extreme Freestyle Motocross Championships, and soon it will host the 27th annual World Mini Grand Prix. In between these two "big" events, the Las Vegas Motocross Club staged its own motocross race at Las Vegas, and Kevin Roberts was the king of the 80cc (14-16) class, conquering his competition with snake eyes (1-1).

Roberts forged to the lead in front of Utah's Scott Theobald and Red Carpet Kawasaki's Derek Costella to begin the race-one action. Hawaii's Dane Patao Jr. quickly fought his way up into the second spot as the racers tore around the first lap. Costella came right back at him and the two battled back and forth for a couple of laps until Costella was able to pull away and close on the leader, Roberts. Costello hammered on Roberts throughout the middle of the race but couldn't find a way past, finally hanging up in a corner and allowing Roberts to get away. Roberts went on to an easy win, ahead of Patao. Costella recovered for third, while Dylan Miles claimed fourth.

Theobald blasted out in front of Roberts and Aston Racing's Arizona hotshoe, Dylan Miles, to begin moto two. For the first lap, the action between the top three was "Dial close." Finally, Roberts was able to make the pass for first and he immediately started pulling away. It was a done deal for first at that point, as the streaking Roberts romped home with the easy win. Second place was a whole different story, however, as Daniel Price and Joey Page both came up to challenge Miles and Theobald for runner-up honors. Patao, who had fallen earlier in the race, was able to fight his way through the pack to finish third, right behind Miles, at the finish line. FMF's Roberts lined his Yamaha up in the winner's circle, going perfect for the day and claiming the overall 80cc (14-16) crown. Patao, Miles and Theobald filled out places two through four, respectively.

Results

P/W (4-6): 1. Ronnie Goodwin (Cob); 2. Cory Sibley (Lem); 3. Kegan Tuttle (KTM); 4. Nicholas Renzi (Lem); 5. Jake Lacey (Act).

P/W (4-6) B: 1. Robert Campbell (KTM); 2. Cole Martinez (Yam); 3. Helen Holt (Yam); 4. Casey Mello (Yam); 5. Rikki Mittwede (Yam).

P/W (7-8): 1. Kirk Payne (KTM); 2. Cody Brown (KTM); 3. Darin Anderson (KTM); Tayler Lacey (Act); 5. Sheldon Proscelle (Lem).

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Sun. 4/5	7:00 pm local	Arenacross - Salt Lake City, UT	FOX SPORTS NET
Sun. 4/5	2:00 pm est.	World Grand Prix - Japan	SPEEDVISION
Sun 4/5	5:00 pm local	World Grand Prix - Japan	FOX SPORTS NET
Tue. 4/7	8:00 pm est.	Freddie Spencer's Cycle School	SPEEDVISION
Tue. 4/7	10:00 pm est.	World Superbike - Phillip Island	SPEEDVISION
Tue. 4/7	11:00 pm est.	Bike Week	SPEEDVISION
Sun. 4/12	5:00 pm local	World Superbike - Donington Park	FOX SPORTS NET

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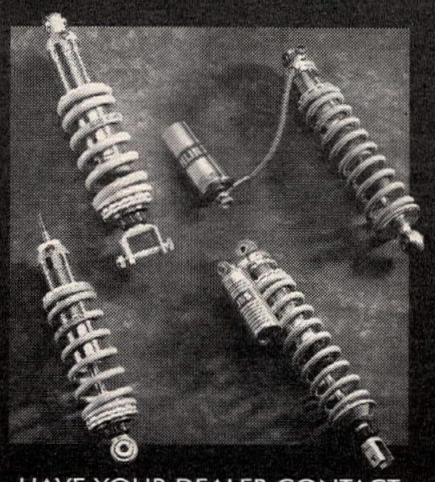

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60 BEG (6-11): 1. Kirk Payne (KTM); 2. John Kennington (Kaw); 3. Joseph Wallis (Kaw); 4. Justin Hunt (Kaw); 5. Patrick Provencher (Kaw).

60 JR CYCLE (6-8): 1. Rhett Urseth (Kaw); 2. Mark Proscelle Jr. (Kaw); 3. Jared Partridge (Kaw); 4. Sean Thompson (Kaw); 5. Brian Derschan (Kaw).

60 JR CYCLE (9-11): 1. Paul Pearcy (Kaw); 2. Shane Patao (Kaw); 3. Robert Memoli (Kaw); 4. Brandon Kealamakia (Kaw); 5. Andrew Klann (Kaw).

80 BEG (6-16): 1. Zack Grobstein (Hon); 2. Patrick Snyder (Hon); 3. Casey Tobias (Yam).

80 NOV (6-11): 1. Kyle Partridge (Suz); 2. Robby Woods (Hon); 3. Michael Parker (Hon); 4. Paul Pearcy (Hon); 5. Taylor Gilmore (Suz).

80 NOV (12-16): 1. Kevin Roberts (Yam); 2. Dane Patao Jr. (Kaw); 3. Dylan Miles (Yam); 4. Scott Theobald (Yam); 5. Derek Costella (Kaw).

80 OPEN: 1. Kyle Partridge (Suz); 2. Kevin Roberts (Yam); 3. Derek Costella (Kaw); 4. Dylan Miles (Yam); 5. Robby Woods (Hon).

S/MINI: 1. Dane Patao Jr. (Kaw); 2. Joey Page (Kaw); 3. Kenny Brumley (Kaw); 4. Joshua Pillsbury (Kaw); 5. Vinnie Coppola (Hon).

125 BEG: 1. Sean Kinshella (Yam); 2. Tim Parsons (Hon); 3. Cody Gower (Suz); 4. Joe Ben Sheffield (Yam); 5. Dustin LaMoure (Hon).

125 NOV: 1. Mark Hermann (Kaw); 2. Chris Moore (Yam); 3. Dustin Hamby (Yam); 4. Derrick Polson (Yam); 5. David Munoz (Hon).

125 INT: 1. Brandon Barnes (Yam); 2. Jason Burton (Suz); 3. Heath Mitchell (Kaw); 4 . Clint Braun (KTM).

125 PRO: 1. Dan DeFalco (Hon); 2. Frankie Villegas (KTM).

250 NOV: 1. Dave Gifford (Kaw); 2. Charley Rennis (Kaw); 3. Christin Hurst (Hon); 4. Shawn Szep (Suz); 5. Marty Martin (Yam).

250 INT: 1. Brett Barney (Yam); 2. Glenn Weidman (Suz); 3. Cory Ayers (Hon); 4. Dustin Malmgren (Yam); 5. Jordan Dula (Hon).

250 PRO: 1. Jason Partridge (Suz).

MSTR 25+ BEG: 1. Troy Anderson (Yam); 2. Chris Champlin (Hon); 3. Sean Hubbard (Suz).

MSTR 25+ NOV: 1. John Haiewski (Kaw); 2. Brian Hochnadel (Hon); 3. Lanie Giordano (Kaw).

MSTR 30+ INT: 1. Glenn Weidman (Suz); 2. Matt Hermann (Kaw); 3. Kipp Fletcher (Kaw).

MSTR 40+ NOV: 1. Donnie Hurst (Kaw).

Top dollar raised at Autism Benefit

By Ed Garlin

REDDICK, FL, MAR. 2

Items donated by some of the motocross stars of yesterday and today earned top dollar at the Florida Vintage MX Club's third annual Autism Awareness Race and Auction. The event was held in Florida during Bike Week and drew several hundred enthusiastic riders and bidders for a great day of racing and some serious bidding on products and souvenirs donated by some of today's best-known companies.

Spectro, Silkolene and Valvoline oils, Dunlop tires, and race-gear companies JT, Thor, AXO, FMF, White Brothers, Metro, Scott, Bieffe and Goat all joined forces with Racer X Illustrated and many other great companies to provide products for the raffle and silent auction. My 5-year-old autistic son Bryan drew the names of the lucky winners of the two bikes that were raffled off. Donna Blackburn of Georgia was the winner of a 1973 Hodaka 100 (donated by Florida Vintage MX Club), and Ron Kidd of Gainesville, Florida, won the evolution-class 1980 KTM 250 (donated by Hugh's Bultaco). As a surprise, Kidd said that he was a "Harley guy" and generously donated the bike *back* to be auctioned off. Barry Higgins was the highest bidder and happily took the KTM back to Georgia.

A great selection of jerseys and pants worn by Jeremy McGrath, Doug Henry, Ricky Carmichael, Eric Kehoe, Mike Brown, John Dowd, Jimmy Weinert, Ezra Lusk, Larry Ward and Steve Lamson, along with a pristine 1974 Elsinore gas tank autographed by Roger DeCoster, brought out some terrific bids in the silent auction. At the conclusion of the day's festivities, more than $5100 had been raised to benefit three Florida autistic children's charities.

This event is fast becoming a "must do" race for the many vintage, evolution and modern motocross riders who attend Bike Week each March. Along with the chance to participate in a really worthwhile charity event and go home with some great "loot," riders were treated to perfect track conditions on one of Florida's most scenic and best-prepared tracks. Motos for the AHRMA vintage classes, the Vintage Iron Evolution classes and modern-bike support classes produced some outstanding racing action. Tim Marks brought his Elsinore 125 all the way from Canada and dominated the Sportsman 125cc Expert and Over 30 Expert classes. Floridian fast-guy Dave Ellis rode to the Evolution Expert-class win on his Hallman-replica Yamaha four-stroke over series sponsor Rick Dougherty. In the Modern Support classes, Joe Mikalson put in two consistent motos aboard his Suzuki to nail down the 250/500cc win, while Ohio rider Ryan Lutz claimed the 125cc win on his Honda CR. Wisconsin Mini rider Kyle Gorrio brought home the Mini-class win.

A great big thanks to all the companies that donated product, to the factory riders who donated autographed items, and to the participants who dug deep into their pockets and made this event such a huge success. It just goes to show how supportive and generous the motocross industry and riders really are, and they helped to make the many children and their families who battle autism on a daily basis the big winners.

Results

60/80 SUP: 1. Kyle Gorrio (Yam); 2. Kyle French (Suz); 3. Mike Lozaw (Kaw).

125 SUP: 1. Ryan Lutz (Hon); 2. Dustin Keuntjes (Suz); 3. Max LaPointe (Kaw); 4. Bernie Plummer (Hon).

250/500 SUP: 1. Joe Mikalson (Suz); 2. John Hanford (Kaw); 3. Steve Dye (Kaw); 4. Dustin Keuntjes (Suz); 5. Barry Higgins (Hbg).

CLSSC 125 INT: 1. John Astleford (Pen); 2. Perry Nash; 3. Pete D'Alessandro (CZ).

CLSSC 125 EX: 1. Jim Harner (CZ); 2. Chuck Cureton (Hus).

CLSSC 250 NOV: 1. Todd Newell (Oss).

CLSSC 250 INT: 1. Paul Havir (BSA); 2. Don Baker (AJS); 3. Mike Kavula (AJS).

CLSSC 250 EX: 1. Steve Tucker (BSA); 2. Kim Burrows (Tri).

CLSSC 500 INT: 1. Jay Stuiso (Tri); 2. Bill Martin.

CLSSC 500 EX: 1. Kim Burrows (BSA); 2. Steve Tucker (BSA).

WMN NOV: 1. Carolyn Kautz (Hon).

SPTSMN OPEN TW NOV: 1. Gary Leiker (Yam).

PREM OPEN TW NOV: 1. Cliff McGaughey (H-D).

SPTSMN 125 NOV: 1. Guy Anderson (Hon).

SPTSMN 125 INT: 1. Jerrold Jacob (Hon); 2. Will Martin (Suz).

SPTSMN 125 EX: 1. Tim Marks (Hon); 2. Dave Gilbert (Hon); 3. Jim Harner (Hon).

SPTSMN 250 NOV: 1. Joe Greschner (Hon); 2. Chris Tanner (C-A).

SPTSMN 250 INT: 1. Kevin Hodge (Pen); 2. Bob Bitting (CZ); 3. Stacey Clark (C-A); 4. Barry Lee (Oss); 5. Andy Agrasto (Bul).

SPTSMN 250 EX: 1. Randy Bailey (CZ); 2. Allan Jaggard (Hon); 3. Jack Weaver (Yam); 4. Dick Stenkowski (C-A); 5. David Keith (Oss).

SPTSMN 500 NOV: 1. Justin Dixon (Bul); 2. Joe Greschner (Yam); 3. Chris Huhn; 4. Bill Davis (CZ); 5. Todd Newell (Bul).

SPTSMN 500 INT: 1. David Tucker (BSA); 2. Davi Curci (Mai); 3. Andrew Hardin (Hus); 4. Paul Havir (BSA); 5. Kevin Hodges (Pen).

SPTSMN 500 EX: 1. David Goyer (Mai); 2. Peter Villacaro (Mai); 3. Eamon Massett (Mai); 4. Chuck Peavy (Hus).

30+ NOV: 1. Chris Huhn (Hon); 2. Guy Anderson (Hon); 3. Bob Henney (Mon).

30+ INT: 1. Stacey Clark (C-A); 2. Barry Lee (Oss); 3. Andy Agrasto (Bul); 4. Bill Coulter (Hus).

30+ EX: 1. Tim Marks (Hon); 2. Dick Stenkowski (C-A); 3. David Goyer (Mai); 4. Allan Jaggard (Hon).

40+ NOV: 1. James Stuiso (CZ); 2. Tim Hackney (CZ); 3. Bill Davis (CZ); 4. Dan Mackie (Yam); 5. Gerrold Nuccio (Mai).

40+ INT: 1. Andrew Hardin (Hus); 2. Dave Curci (Mai); 3. Andy Blackburn (CZ); 4. Randy Hultman (Hon); 5. Roy Maley (Mai).

40+ EX: 1. Jack Weaver (Yam); 2. John Hart (Hon); 3. Ray Weir (CZ).

50+ INT: 1. Greg Hamilton (Mai); 2. Jerry Rewerts (CCM); 3. Bond Way (Mon); 4. Roy Maley (Mai); 5. Dave Dixon (Mai).

50+ EX: 1. Phil Hanford (CCM); 2. Hugh Weaver (Bul); 3. Ted Granowski (KTM); 4. Robert Hayes (Suz).

60+ NOV: 1. Clint Swafford (Hus).

EVO NOV: 1. Pat Rhodes (Mai); 2. Bill Lee (Mai); 3. Robert Mackey (Mai).

EVO INT: 1. Mike Hlycia (Mai); 2. Chris Dixon (Mai).

EVO EX: 1. Dave Ellis (Yam); 2. Rick Dougherty (Mai).

Farnell takes Loretta Lynn's qualifier

By Kyle Myers

REDDICK, FL, MAR. 15

Four hundred riders from seven states and Canada competed in the Southeastern Area Qualifier for Loretta Lynn's, held at Motocross of Marion County. Kyle Farnell made his Suzuki debut a very successful one by winning all four classes he entered.

Farnell won the 125cc Youth (12-15) and 125cc B classes and Stock and Modified divisions on his Performance Engineering/Thor/Alpinestar/RM. Farnell won seven out of a possible eight motos. Farnell shocked most onlookers as he topped both 125cc B motos over Team Green rider Jeremy Brown and Clint Shealy.

Another notable rider on this day of racing was Paul Perebijnos, who dominated the 80cc classes. Perebijnos won all six motos in the 80cc (14-15) Stock and Modified classes and the Super Mini class. Michigan pilot Randy Valade was the top A class rider, easily winning the 125cc A and 250cc A division to collect the lion's share of the purse. The Goerke family had a great day at the races as Matt Goerke won the 60cc (10-11) Stock and 80cc (7-11) Stock classes while his brother Kyle topped the 51cc (4-6) shaft-drive class.

Results

P/W (4-6) SHAFT: 1. Kyle Goerke (Yam); 2. Kalen Fitzpatrick (Yam); 3. Karel Benoit (Yam); 4. Mike Halliwell (Yam).

P/W (4-6): 1. T.J. Rhonelli (Cob); 2. Colton Winebrenner (Cob); 3. Ashley Vickery (Cob); 4. Kurtis Halliwell (Act); 5. Josh Lloyd (Cob).

P/W (7-8): 1. Troy Smith (Cob); 2. Kenn Hill (Cob); 3. Jeff Muleavey (Cob); 4. Karel Benoit (Act); 5. Zack Freeberg (Cob).

65 (7-9) STK: 1. Don Solley (Kaw); 2. Jon Camp (Kaw); 3. Kaven Benoit (Kaw); 4. Cole Boutwell (Kaw); 5. Dean Dyess (Kaw).

65 (10-11) STK: 1. Matt Goerke (Kaw); 2. Dan Willman (Kaw); 3. Jordan Gooch (Kaw); 4. Chris Haack (Kaw); 5. Ian Hewett (Kaw).

85 (7-11) STK: 1. Matt Goerke (Yam); 2. Barrett Smith (Suz); 3. Dale Kump (Hon); 4. Jordan Gooch (Kaw); 5. Matt Boni (Kaw).

85 (12-13) STK: 1. Quinton Bigalow (Yam); 2. Levi Sammons (Yam); 3. Jesse Richards (Yam); 4. Ryan Smith (Yam); 5. Garrett Edmister (Yam).

85 (14-15) STK: 1. Paul Perebijnos (Hon); 2. Shawn Mayo (Kaw); 3. Eric Stewart (Yam).

85 (9-13) MOD: 1. Quinton Bigalow (Yam); 2. Bobby Lucroy (Suz); 3. Matt Boni (Kaw); 4. Danny Young (Yam); 5. Levi Sammons (Yam).

85 (14-15) MOD: 1. Paul Perebijnos (Hon); 2. Spencer Jones (Kaw); 3. Shawn Mayo (Kaw); 4. Josh Faustino (Kaw); 5. Shane Salmon (Kaw).

S/MINI: 1. Paul Perebijnos (Kaw); 2. Spencer Jones (Kaw); 3. Shawn Mayo (Kaw); 4. Tony Stokes (Kaw); 5. Levi Sammons (Yam).

125 STK (12-15): 1. Kyle Farnell (Suz); 2. Ray Loggins (Yam); 3. Jeremy McDow (Kaw); 4. Brandon Butler (Hon); 5. Jerry Jackson (Kaw).

125 MOD (12-15): 1. Kyle Farnell (Suz); 2. Matt Johnson (Yam); 3. Jason Bell (Hon); 4. Ray Loggins (Yam); 5. Brandon Butler (Hon).

125 A: 1. Randy Valade (Kaw); 2. Jason Peres (Suz); 3. Max LaPointe (Kaw); 4. Marcus Pedrero (Suz); 5. Belzile Simon (Suz).

125 PRO SPT: 1. Jarrett Tipping (Suz); 2. Mike Kann (Yam); 3. Billy Wood (Suz); 4. Jason Peres (Suz); 5. James Joiner (Yam).

125 B STK: 1. Kyle Farnell (Suz); 2. Karsten Butler (Hon); 3. Tim Bantle (Kaw); 4. Clint Shealy (Kaw); 5. Tom Belanger (Kaw).

125 B MOD: 1. Kyle Farnell (Suz); 2. Jeremy Brown (Kaw); 3. Clint Shealy (Kaw); 4. Mike Stevenson (Kaw); 5. Matt Johnson (Yam).

125 C STK: 1. Jerry Jackson (Kaw); 2. Steve Rhodes (Yam); 3. Jeremy Freeman (Kaw); 4. Johan Gotler (Yam); 5. Ryan Hilito (Suz).

125 C MOD: 1. Jeremy Freeman (Kaw); 2. Steve Rhodes (Kaw); 3. Shawn McManus (Hon); 4. Ryan Hilito (Suz); 5. Jerry Jackson (Kaw).

250 A: 1. Randy Valade (Kaw); 2. Max LaPointe (Kaw); 3. Derrick Tanuszyk (Kaw); 4. Marcus Pedrero (Suz); 5. Kenn Jones (Hon).

250 B STK: 1. Jeremy Shuttleworth (Kaw); 2. Jeremy Brown (Kaw); 3. Jason Freeman (Kaw); 4. Robert Stevenson (Kaw).

250 B MOD: 1. Jeremy Brown (Kaw); 2. Mike Stevenson (Kaw); 3. Jeremy Shuttleworth (Kaw); 4. Jason Freeman (Kaw); 5. J.D. Holmes (Hon).

250 C: 1. Shawn McManus (Suz); 2. Brad Gimbley (Kaw); 3. Steve Rhodes (Kaw); 4. Jensen Pardue (Hon); 5. Eric Priest (Kaw).

250 PRO SPT: 1. Mike Kann (Yam); 2. Jarrett Tipping (Suz); 3. Ken Jones (Hon); 4. Kenny Yoho (Kaw); 5. Bill Wallin (Kaw).

25+: 1. Ricky Hampshire (Hon); 2. Robert Armstrong (Yam); 3. Kyle Myers (Suz); 4. Marcus Pedrero (Suz); 5. Ron Crews (Kaw).

30+ A: 1. Bill Wallin (Kaw).

30+ B: 1. Robert Armstrong (Yam); 2. David Redmond (Hon); 3. Willis Brock (Suz); 4. Jim Bennett (Kaw); 5. Gary Buecker (Kaw).

40+: 1. Mark Thomas (Kaw); 2. Peter Zarxcone (Suz); 3. Gary Buecker (Kaw); 4. Eric Kraft (Yam); 5. Russ McCallister (Yam).

50+: 1. Ed Lanier (Hon); 2. Ernie Millan (Hon); 3. Ron Crews (Yam); 4. Bob Dare (Kaw).

WMN (12-15): 1. Dyanna Conner (Yam); 2. April Hodges (Kaw); 3. Emmy Norton (Kaw).

WMN 125+: 1. Angela Keuntjes (Yam); 2. Patty Whitehouse (Suz); 3. Beth Lewis (Yam); 4. Beth Shaw (Yam); 5. Heidi Carlise (Hon).

4-STRK: 1. Russ McCallister (Yam); 2. Kric Kraft (Yam).

Noriega nails Pueblo MX win

By Stacy Jensen

PUEBLO, CO, MAR. 22

After a long week of snow and cold temperatures, Pueblo Motorsports held their first race of the season for the Sports Riders Association of Colorado's 1998 Motocross Series, and Jeff Noriega took the measure of the Supermini class. With 18 inches of snow during the week and warm sunshine on Saturday, the track was great!

In the Super Mini-class opening moto, Brad Alarid, a hometown boy, took the holeshot honors, with Hank Kindell and Cody Jensen close behind going into the first turn. Over the pyramid, down the straightaway and into a right-hand turn, Jensen pressured Kindell and tried for the pass on the outside but couldn't get the job done. Up against the small "wall," Jensen missed a gear and stuck his front tire into the side of the wall, which allowed Noriega to move into third. Noriega and Jensen battled along the Freeway, while Jeremy Wilson moved into the fifth spot. Over the finish-line table and down into the flats, Kindell gave it his all and cruised by Alarid for the lead. Noriega immediately started knocking on Alarid's back door, looking for a way into second, which he found soon after. Chasing Kindell, Noriega used the wall section to his advantage and slung by to the front. Kindell went down soon after, allowing Alarid to move into second. Jensen and Kindell went at it for the remainder of the race, but Kindell maintained third over Jensen. Wilson finished fifth.

The second moto saw Noriega get the holeshot while Jensen tucked into second, followed by Alarid, Kindell, and Wilson in fifth again. Over the finish-line jump, Kindell once again moved into third, over Alarid. Noriega held on to first from that point, with Jensen remaining in second and Kindell holding on to third. Wilson, however, was not done, and he and Alarid went back and forth for the remainder of the moto, with Wilson winning the battle to the checkers. The overall win went to Noriega, while Jensen, Kindell, Alarid and Wilson rounded out the top five.

Results

50 NOV: 1. Ricky LaMontagne (Act) 2. Anthony Gariego (Cob); 3. Shaine Kratko (KTM); 4. Colton Fetterolf (Cob).

P/W NOV: 1. Vinny Ramirez (Kaw); 2. Will Gibson (Kaw); 3. Justin Osthoff (Kaw); 4. Michael Haight (Kaw) 5. Judd Larson (Kaw).

P/W AM: 1. Adam Harvey (Kaw); 2. Ike Jost (Kaw); 3. Shane DeScenzo (Kaw); 4. Zachery Larson (Kaw).

MINI NOV: 1. Terry Bannister (Hon); 2. Ike Jost (Kaw); 3. Seth Padilla (Yam); 4. Justin Cunningham (Hon); 5. Zach Wertz (Hon).

OPEN MINI: 1. Jeff Noriega (Hon); 2. Cody Jensen (Kaw); 3. Hank Kindell (Kaw); 4. Brad Alarid (Hon); 5. Jeremy Wilson (Yam).

MINI AM: 1. Hank Kindell (Kaw); 2. Brad Alarid (Hon); 3. Jeremy Wilson (Yam); 4. Chris Fleisa (Yam); 5. Ryan Conklin (Hon).

MINI EX: 1. Matthew Burris (Kaw); 2. Jeff Noriega (Hon); 3. Cody Jensen (Kaw).

125 NOV: 1. Matt Wood (Yam); 2. Ryan Cevette (Hon); 3. Doug Fell (Yam); 4. Mitchell Query (Yam); 5. Doug Barnes (Kaw).

125 AM: 1. Jason Rachleleff (Yam); 2. David Gonzales (Suz); 3. Justin Riddle (Hon); 4. James Agnew (Yam); 5. Gregory Phillips (Hon).

125 INT SPTSMN: 1. Kyle Locke (Yam); 2. Tyler Walker (Yam); 3. Billy Dotson (Yam); 4. Ryan Nelson (Hon).

125 PRO: 1. Jared Carlson (Kaw); 2. Paul Lindsey (Kaw); 3. Eric Landis (Yam); 4. Bryan Sabbaugh (Hon); 5. Chris Parr (Yam).

250 NOV: 1. Tony Hasenack (Hon); 2. David Dorsey (Yam); 3. Corey Lewis (Suz); 4. Justin Sheares (Hon); 5. Ray Barnard (Hon).

250 AM: 1. Chuck Masland (Kaw); 2. Corey Edmisten (Hon); 3. Jason Arndt (Hon); 4. Tim Bannister (Yam); 5. Jake Hogan.

250 PRO: 1. Jared Carlson (Kaw); 2. Mark Flesia (Yam); 3. Darin Connet (Hon); 4. Paul Lindsey (Kaw); 5. Wayne Balliett (Yam).

OPEN NOV: 1. Scott Ross (Yam); 2. Mark Kyle (Yam); 3. Matt Wood (Yam); 4. Jeff Rejan (Yam); 5. Bill Porch (Yam).

OPEN AM: 1. Kevin Thumler (Yam); 2. David Gonzales (Suz); 3. Justin Riddle (Hon); 4. Chuck Masland (Kaw); 5. James Wagner (Kaw).

OPEN INT: 1. Ryan Nelson (Yam).

OPEN PRO: 1. Derek Brown (Kaw); 2. Keith Campbell (Kaw); 3. Wayne Balliett (Yam); 4. Levi Ballog (Yam); 5. Todd Robertson (Yam).

VET NOV: 1. Scott Ross (Yam); 2. Jeff Regan (Yam); 3. John McMullen (Yam); 4. Bill Porch (Kaw); 5. Ed Juraco (Hon).

VET PRO: 1. Mark Flesia (Yam); 2. Keith Campbell (Kaw); 3. Ralph Stichter (Kaw); 4. Jim Eckert (Kaw); 5. John Merwin (Kaw).

SR NOV: 1. Mike Goodwin (Hon); 2. Rex Harvey (Suz); 3. Richard Fell (Yam); 4. Kevin Knapp (Hon); 5. Donald Watt (Kaw).

SR AM: 1. Thomas Edgar (Yam); 2. Bill Osthoff (Yam); 3. Bruce Gorski (Suz); 4. John Olmsted (Yam).

SR EX: 1. Shawn Smith (Yam); 2. Bruce Sass (Yam); 3. Mike Kappelman (Yam); 4. Dan Greenwood (Kaw); 5. Monty Don Kyle (Yam).

S/SR: 1. John Beavers (Hon).

WMN NOV: 1. Ashley Boran (Hon); 2. Amy Arnold (Kaw).

WMN AM: 1. Brookie Renker (Yam); 2. Tricia May (Suz); 3. Amy Rogers (Yam); 4. Cheryl Place (Yam).

Parriott still rules AFM RR

By David Dold

BUTTONWILLOW, CA, MAR. 8

The first round of the American Federation of Motorcyclists' 1998 season was held in perfect weather at Buttonwillow Raceway, despite the ever-present threat of rain that has plagued California this winter. The large pools of water and mud evident in most of the run-off areas provided the only clue to the recent torrential downpours.

Brian Parriott, off to Europe on the following Monday to test a World Supersport 600, left everyone with a reminder of why he is one of the best 600cc riders the club has ever seen, winning both 600cc races and being only narrowly edged from victory in Formula Pacific. Parriott, riding his Honda CBR600 backed by Parriott Motors, battled closely with the Suzuki GSXR750 of Cory Call, leading most of the race despite a power disadvantage.

Parriott outrode Call at every opportunity until the final lap, when Call slipped past in the back section of the track and used the overwhelming power of his 750 to hold Parriott off on the dash to the checkered flag. Number-one plate holder Rob Mesa circulated in fourth place, losing third in the closing stages of the eight-lap race to Mark Foster. Ed Marchini rode his Honda RS250 to fifth place, the first two-stroke, just ahead of Jeff Short's Chandelle Motorsports Suzuki. Short rode well despite being hampered with a broken shoulder and hand.

Call proved successful in the first defense of his Formula One title, finishing ahead of visiting Willow Springs rider Ken Chase. Both Suzuki riders, however, soon found themselves in a battle for position as Rich Snowden, aboard his British Top Brass/Miyuki Imports 1998 Honda RS250, steadily closed on the four-strokes despite starting at the back of the pack. Snowden was coming off an impressive debut aboard his new bike in the Formula Two race, where he had charged from the fifth row to take fourth place - all the while gaining ground on the riders in front when the checkered flag was thrown. Daniel Reeser was circulating alone in third place behind a close battle for the lead between Dave Mason and Ed Marchini. Both riders pulled away from the pack straight from the start, leaving no one else with a shot at victory.

Mason took a narrow victory, ensuring that he - along with Marchini and Snowden - will play a major part in determining who succeeds the absent Brian LeFevre as Formula Two champion.

Snowden's teammates also had strong rides in Formula Two, with both Roy DeGroot and Phil Snowden finishing in the top 10. DeGroot also finished seventh in Formula One, making the British Top Brass team the only two-strokes in the top 10 in that class.

Michael Hannas II began this season where he left off last year, taking the victory in Formula Three. With Carlos Neves suffering from terminal engine failure, and defending champion Thomas Alldredge having moved on to Formula Two, Hannas was the obvious favorite in the class. Rocky Wong returned from third place in the championship last year to take second.

The invasion of the Japanese twins hit the AFM in the Formula Twins race, with Brian

Long taking his Suzuki TL1000 to the front of the pack. Gary Jaehne, also riding a TL1000, finished fourth, sandwiching Paul Orlandi's Ducati and John Burden's homegrown Kawasaki EX500. Tim Kamholz returned this year to find himself in a position with which he has grown familiar since the beginning of last season: second place in both 600cc Production and Superbike, behind Parriott. Call bested defending 750cc Superbike champion Short by a place, taking the victory as the Chandelle Suzuki rider continued to battle despite his injuries.

Jacen Puerta ran well in both 750cc classes, finishing fifth in Superbike and then taking the victory in Production.

Results

F-PAC: 1. Cory Call (Suz); 2. Brian Parriott (Hon); 3. Mark Foster (Kaw); 4. Rob Mesa (Suz); 5. Ed Marchini (Hon).

F-3: 1. Michael Hannas II (Hon); 2. Rocky Wong (Hon); 3. Paul Varize (Hon); 4. Chris Geary (Hon); 5. Scott Anderson (Hon).

OPEN GP: 1. Scott Bigley (Hon); 2. Jim Fife (Suz); 3. Chris Voelker (Hon); 4. Bob Siebenhaar (Hon); 5. Dean Perry (Suz).

F-2: 1. Dave Mason (Yam); 2. Ed Marchini (Hon); 3. Dan Resser (Yam); 4. Richard Snowden (Hon); 5. Joey Cubbage (Hon).

F-1: 1. Cory Call (Suz); 2. Ken Chase (Suz); 3. Richard Snowden (Hon); 4. William Scott (Kaw); 5. Mike Voelker (Hon).

F-SGL: 1. Greg Kersten (Hon); 2. Joe Abeyta (Yam); 3. Don Jones (Yam); 4. Michael Caravatta (MuZ); 5. Anthony Diridoni (Yam).

F-TW OPEN: 1. Brian Long (Suz); 2. Paul Orlandi (Duc); 3. John Burden (Kaw); 4. Gary Jaehne (Suz); 5. Ken Hill (Hon).

500 TW: 1. David Chowenhill (Kaw); 2. Arthur Ferdinand (Kaw); 3. Bill Fordyce (Kaw); 4. Jeff Roelands (Kaw); 5. Thomas Dorsey (Kaw).

450 S/BK: 1. Rosslyn Wells III (Yam); 2. Enzo Ferrara (Yam); 3. Dave Norgard (Yam); 4. Dennis Presiloski (Yam); 5. Doug Pitcock (Yam).

600 S/BK: 1. Brian Parriott (Hon); 2. Timothy Kamholz (Suz); 3. Mark Foster (Kaw); 4. Donald Greene (Yam); 5. Mike Voelker (Hon).

750 S/BK: 1. Cory Call (Suz); 2. Jeff Short (Suz); 3. Rob Mesa (Suz); 4. Mark Foster (Kaw); 5. Jacen Puerta (Suz).

OPEN S/BK: 1. Scott Bigley (Hon); 2. Mike Voelker (Hon); 3. Chris Voelker (Hon); 4. Jim Fife (Suz); 5. Paul Orlandi (Duc).

250 S/BK: 1. Joe Carillo Jr. (Yam); 2. Tait Rush (Yam); 3. Phillip Cagle (Hon); 4. Robert Pabon (Yam); 5. Brian Bartlow (Kaw).

F-40: 1. Dan Reeser (Yam); 2. Dennis Doherty (Yam); 3. Bob Siebenhaar (Hon); 4. John Hilton (Hon); 5. Sean Murphy (Hon).

S/DINO: 1. Enzo Ferrara (Yam); 2. Jesse Dolan (Hon); 3. Scott Elledge (Yam); 4. Russell Meagher (Yam); 5. Ivan Messina (BMW).

VINT 450: 1. Charles Sexton (Bul).

VINT OPEN: 1. Ivan Messina (BMW); 2. Robert Karol (Hon); 3. Jove Shapiro (BMW).

450 TW: 1. Shaw Reilly (Hon); 2. Jonathan Forman (Hon); 3. Mark Thorpe (Hon); 4. Matthew Lovering (Hon); 5. Brad Turner (Duc).

250 PROD: 1. Brian Bartlow (Kaw); 2. Erik Wenneker (Hon); 3. Francis Mazur (Kaw); 4. Darren Slawecki (Kaw); 5. Chris McGrail (Kaw).

450 PROD: 1. Dennis Presiloski (Yam); 2. Dave Norgard (Yam); 3. Doug Pitcock (Yam); 4. Mark Kayfez (Yam); 5. Barrett Brockhage (Yam).

600 PROD: 1. Brian Parriott (Hon); 2. Timothy Kamholz (Suz); 3. David Wasson (Suz); 4. Donald Greene (Yam); 5. Gary Hatfield (Suz).

750 PROD: 1. Jacen Puerta (Suz); 2. Kevin Scott (Kaw); 3. Tom Aquino (Suz); 4. Jeff Hagan (Suz); 5. Brian Shannon (Suz).

OPEN PROD: 1. Ken Hill (Suz); 2. James King (Hon); 3. Fletcher Wilson (Suz); 4. John Turmell (Hon); 5. Jim Fulton (Hon).

Two in a row for Montoya at Willow RR

By Eric Vincent

ROSAMOND, CA, MAR. 14-15

Michael Montoya snared his second straight victory in the Tom Sera Racing Formula Two race in the third round of Willow Springs Motorcycle Club racing at Willow Springs International Raceway.

It took several laps for Montoya to thread his way into the race lead on his Michael Montoya Sr.-tuned Yamaha TZ250. Initially, it was Jeremy Toye who took the holeshot off the line, with Dave Campbell emerging in second. At the end of lap one, rounding the fast turn-eight sweeper, Montoya powered around the outside of Campbell and started to focus on catching Toye.

A lap later, as the leaders exited turn nine, Montoya was in Toye's draft and shot into the lead just before entering turn one. At the same time, Campbell's hold on third came under attack as Michael Tamayo closed the gap on him. Two laps later, Tamayo made his move as he powered around Campbell.

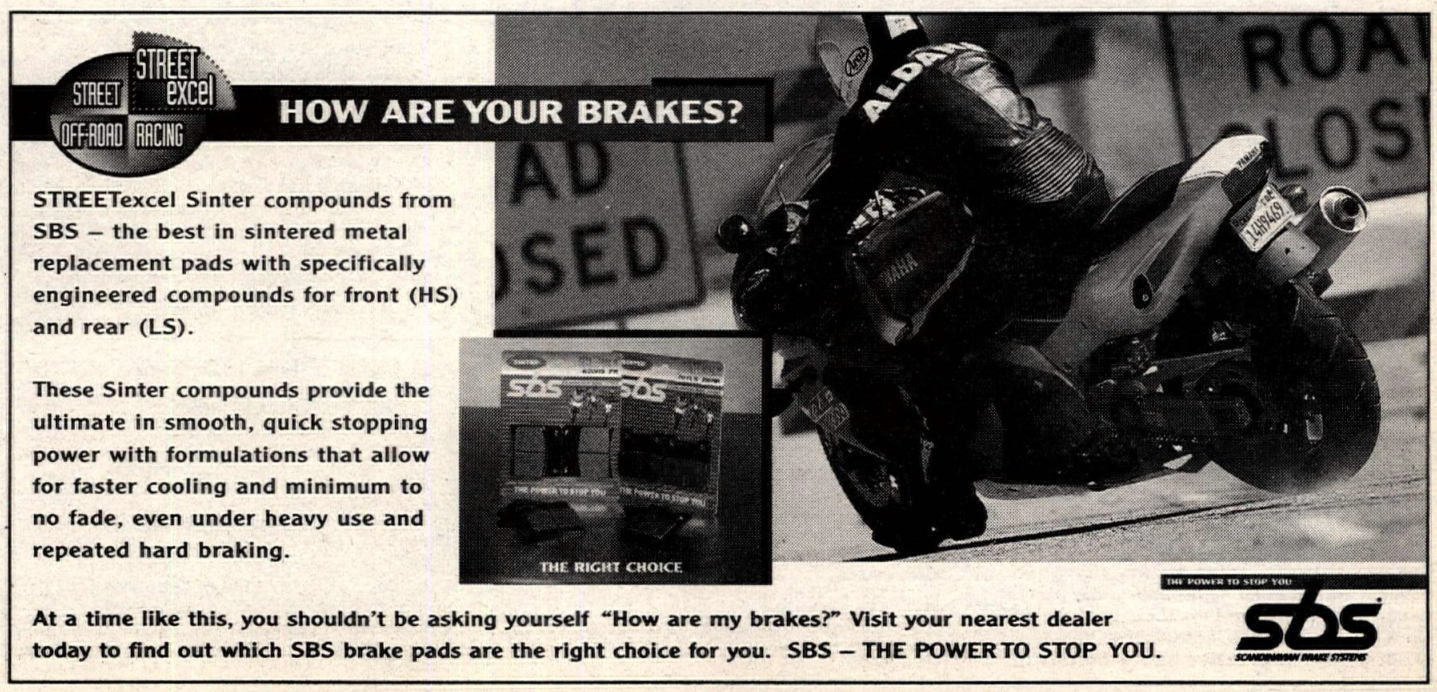
With no further changes in the top three, it was Montoya taking the win, followed by Toye and Tamayo.

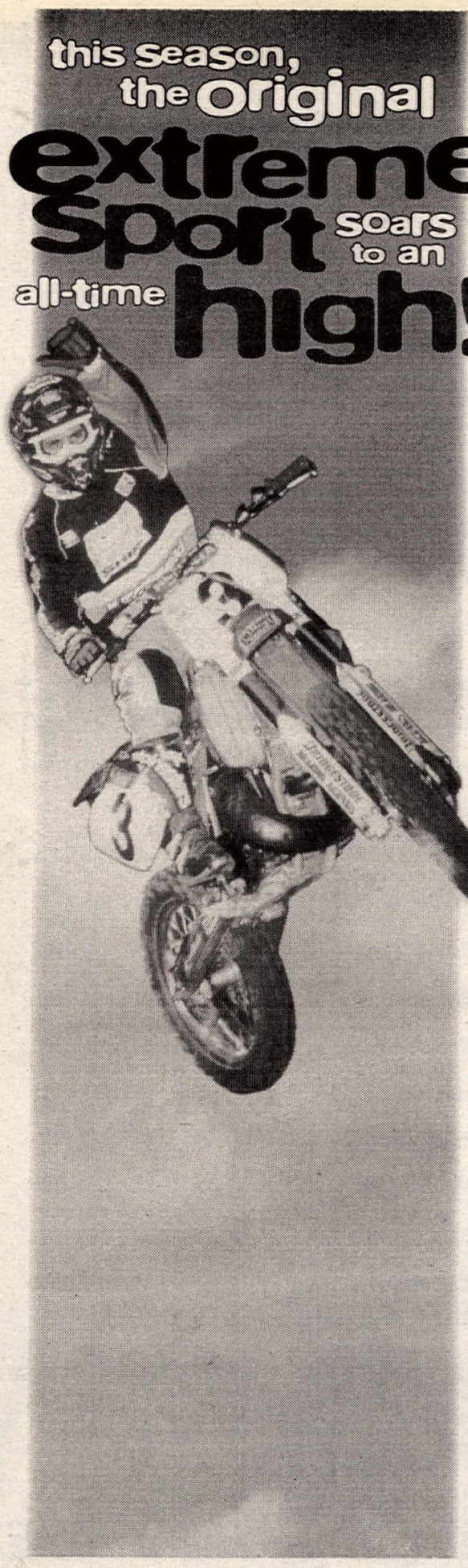
In the Graves Motorsports/Bert's Motorcycle Mall 650cc Superbike race, Chuck Graves grabbed the lead off the line but was passed by Toye after just a few turns. At the end of lap one, Graves tried to go around the outside of Toye in turn eight but came up short.

Toye nearly committed a serious mistake on the next lap when he almost lost the front end in turn five. He recovered, but the error cost him two positions as Graves took over the lead, with Vincent Hascovec in second.

Hascovec's role in this race was in doubt from the start because he was riding with incorrect numbers on his motorcycle. As such, he wouldn't even be listed in the results at the end of the race.

With Hascovec out of contention, the race leader at the halfway point was Graves - fol-





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lowed by Toye and Larry Pasquale. As the white-flag lap started, Toye closed up on Graves and was right on his tail coming out of turn nine. Toye used the draft to his advantage and then pulled alongside Graves as the racers came to the line. In a photo finish, it was Toye with the win, followed by Graves and Pasquale.

The Viewpoint Photography/Honda Challenge 600cc Super Stock event turned into a race of red flags, as it took two restarts before the race was over. In the initial start, Jerry Evans Jr. was the early leader, but he was quickly caught by Graves, who had a poor start off the line. Evans maintained heavy pressure on Graves for the next two laps and seemed poised to mount a challenge when the red flags came out, forcing a four-lap restart.

In the first restart, Graves got a better start and was into the lead. This time, Toye was second and Evans held down third. At the end of lap one, Evans drafted by Toye down the front straight.

Evans managed to open up a bit of a gap on Toye on the next lap, but Toye was closing back up again in the third when another red-flag condition brought the race to a halt for another four-lap restart.

Graves took the lead again in the final restart, with Robbie Dowie jumping off the line into second while Toye held third. Dowie was soon pushed back several places, first by Toye, then by a charging Evans, who moments later passed Toye for second.

On the third lap, Toye came under pressure from Karl Lowry Jr., who took over third when he passed Toye in the back straight. At the line, it was Graves with the win, followed by Evans in second and Lowry third.

Results

F-2: 1. Michael Montoya (Yam); 2. Jeremy Toye (Suz); 3. Michael Tamayo (Hon); 4. Dave Campbell (Hon); 5. Robbie Yampolsky (Yam).

F-3: 1. Vicky Jackson-Bell (Hon); 2. John Hopkins (Hon); 3. Michael Hannas II (Hon); 4. Joseph Shelton Jr. (Hon); 5. John Ulrich (Hon).

F-40: 1. Stephen Hewitt (Hon); 2. Keith MacBeth (Kaw); 3. John Hilton (Hon); 4. Steve Poore (Hon); 5. Jeff Rheaume (Suz).

500 S/STK: 1. Joe Hammond (Yam); 2. Marte Cooksey (Yam); 3. Shawn Cash (Yam); 4. Joe Hilton (Yam); 5. Doug Pitcock (Yam).

600 S/STK: 1. Chuck Graves (Suz); 2. Jerry Evans Jr. (Suz); 3. Karl Lowry Jr. (Suz); 4. Jeremy Toye (Suz); 5. Larry Pasquale (Hon).

750 S/STK: 1. Chuck Graves (Suz); 2. Bryce Gross (Suz); 3. Mark Junge (Suz); 4. Matt Cusumano (Suz); 5. Ken Chase (Suz).

OPEN S/STK: 1. Steven Keddington (Suz); 2. Mike Reitz (Suz); 3. Susan Zobler (Hon).

550 S/BK: 1. Balz Renggli (Duc); 2. Marte Cooksey (Yam); 3. Rick Thompson (Yam); 4. Joe Hammond (Yam); 5. Shawn Cash (Yam).

650 S/BK: 1. Jeremy Toye (Suz); 2. Chuck Graves (Suz); 3. Larry Pasquale (Hon); 4. Robbie Yampolsky (Yam); 5. Dave Campbell (Hon).

750 S/BK: 1. Ken Chase (Suz); 2. Jake Zemke (H-D); 3. Jeff Hagan (Hon); 4. John Hilton (Hon); 5. Richard Headley (Duc).

OPEN S/BK: 1. Tokey Beck (Yam); 2. Kevin President (Yam); 3. Stephen Hewitt (Hon); 4. Tyler Paulson (Kaw); 5. Cesar Meza (Hon).

500 MOD PROD: 1. Marte Cooksey (Yam); 2. Rick Thompson (Yam); 3. Joe Hammond (Yam); 4. Joe Hilton (Yam); 5. James Hiller (Kaw).

600 MOD PROD: 1. Jeremy Toye (Suz); 2. Larry Pasquale (Hon); 3. Bryan Kovarick (Hon); 4. Sam Carnibucci (Hon); 5. Robbie Yampolsky (Yam).

750 MOD PROD: 1. Matt Cusumano (Suz); 2. Ken Chase (Suz); 3. Ralph Staropoli (Kaw); 4. John Pearson (Suz); 5. Richard Headley (Duc).

OPEN MOD PROD: 1. Dean Vincent (Yam); 2. Kevin President (Yam); 3. Richard Headley (Duc); 4. Cesar Meza (Hon); 5. Tyler Paulson (Kaw).

BOTT L/W: 1. James Hiller (Kaw); 2. Jeff Roelands (Kaw); 3. Mario Rubio (Kaw); 4. Jose Estrella (Suz); 5. Walt Hollis (Suz).

BOTT M/W: 1. Fred Wilcox (Hon); 2. Roger Sgarbossa (Hon); 3. Karl Goldshmidt (Hon); 4. Scott Spears (Hon); 5. Craig Beecher (Yam).

BOTT H/W: 1. Balz Renggli (Duc); 2. Brian Long (Suz); 3. Larry Schnur (Duc); 4. Richard Headley (Duc); 5. Lloyd Johnson (Duc).

500 SGL: 1. Danny Farnsworth (Hon); 2. Steven Allen (Suz); 3. Carlin Dunne (Hon); 4. Larry Cochran (Hon); 5. Paul Nielsen (Hon).

650 SGL: 1. Scott Fabbro (Nor); 2. David Neal (Yam); 3. Pat Cody (MZ).

F-SGL: 1. Larry Schnur (Duc); 2. Trevor Dunne (Gil); 3. Danny Farnsworth (Hon); 4. Steven Allen (Suz); 5. Jack Silverman (Hon).

L/W VINT: 1. Clinton Whitehouse III (Yam); 2. James Dobson (Yam); 3. Joe Davidson (Suz); 4. Craig Beecher (Yam); 5. Danny Farnsworth (Hon).

H/W VINT: 1. Mario Rubio (Kaw); 2. Craig Beecher (Yam); 3. Todd Boudreaux (Kaw); 4. Larry Cochran (Hon); 5. Brad Gitchell (Suz).

500 NOV: 1. Frank Fahey (Yam); 2. Steve Ottinger (Hon); 3. John Melich (Yam); 4. Tim Cartwright (Suz); 5. Victor Cornejo (Yam).

501-650 NOV: 1. Tim Van Name (Hon); 2. Kyle White (Hon); 3. Kevin Carter (Hon); 4. Larry Pointer (Hon); 5. Patrick Fallandy (Hon).

OPEN NOV: 1. Ronald Burnette (Suz); 2. Christopher Pate (Kaw); 3. Mike Skidgel (Kaw); 4. Bryan Ochoa (Hon); 5. Paul Lie (Suz).

Ledesma a hero at Firebird Sprint

By Michael Ross

CHANDLER, AZ, MAR. 13-14

Mark Ledesma was the man of the hour during a cold and rainy third round of racing in the CCS Southwest Sprint Series, winning six races, including the Unlimited GP. Ledesma went on to win the respect of his peers and the admiration of spectators by going from last place to

first in 13 laps during the Lightweight Sportbike class, nipping Scot Jensen at the line.

Ledesma got the holeshot at the start of the Lightweight Sportbike race but stalled in turn one while the rest of the field streamed by. The electric shifter on Ledesma's Kawasaki EX500 malfunctioned and he had to stop to turn it off manually, leaving himself about half a lap behind last place. Ledesma took off after the leaders and by lap 12 he caught Scott Jensen and just nipped him at the line to take a popular win. On returning to the pits, Ledesma was greeted by a round of applause from the spectators.

Later, Ledesma got into a pitched battle with Ducati 916-mounted Bill Morgan and, although they were in different classes, they went at it in a hammer-and-tong battle for the entire 13-lap sprint that had the spectators on their feet. Morgan led early on, but Ledesma outcornered Morgan to take the lead. It was short-lived, however, because Morgan's Ducati simply ran away from the little 500 down the straightaway. They swapped positions for several laps before Morgan decided to go to school on Ledesma's rear fender. Morgan followed Ledesma for three laps, then pulled out and passed him and put to use what he had just learned. But Ledesma was just too quick and managed to get back in front as they entered the last turn for the last time. Morgan pulled the trigger on the 916, but came up six inches short. This would be the second time Ledesma received a well-deserved round of applause from the spectators.

Ledesma scored his final win of the weekend during the Unlimited GP by using the superior acceleration of his Kawasaki ZX7 to beat the Suzuki GSXR750 of Chris Greve to the finish line.

Although Ledesma won most of the races at Firebird, he did not set fast lap. That honor went to an inspired Jim Cox during the Unlimited Superbike race. Cox and Charles Dixon were the only bikes on the track for this race because the third entry, Mark Hensley, was prohibited from racing by referee Tom Dahl because of an "accidental" wheelie in the pits.

Nevertheless, Cox (on a Yamaha YZF600) and Dixon (on a Honda CBR600) stayed nose to tail for 13 laps, with Cox getting quicker and quicker as the laps wound down.

Stopwatches came out and two of them clocked Cox at 1:03.67. The record is currently held by David Durpey at 1:03.18 on a Suzuki GSXR750. **CN**

Results

U/L SPTBK: 1. Chris Greve (Suz); 2. James Cox (Yam); 3. Scott Jensen (Yam).

H/W SPTBK EX: 1. Jason Parker (Suz); 2. Chris Greve (Suz); 3. Rick Stratton (Suz); 4. Bill Morgan (Duc); 5. Stephen Hansen (Suz).

H/W SPTBK AM: 1. Rob Martin (Suz); 2. Greg Gillis (Hon); 3. Gregory Wurster (Suz); 4. Donald Blatter (Hon); 5. Mike Wiebe (Kaw).

M/W SPTBK EX: 1. Cass Morgan (Hon); 2. Dean Mizdal (Yam); 3. James Cox (Yam); 4. John Ritter (Hon); 5. William Gates (Hon).

M/W SPTBK AM: 1. Greg Gillis (Hon); 2. Donald Blatter (Hon); 3. Howard Kaplan (Hon); 4. Gary Torrington (Kaw); 5. Michael Begley (Hon).

L/W SPTBK EX: 1. Mark Ledesma (Kaw); 2. Scott Jensen (Yam).

L/W SPTBK AM: 1. Charles Coyle (Kaw); 2. Henry Wang (Hon); 3. Leonard Teodorescu (Suz); 4. Troy Tinsley (Hon).

SR SPTBK: 1. Rick Stratton (Suz); 2. Stephen Hansen (Suz); 3. Charles Dixon (Hon); 4. Michael Sunderlin (Yam).

U/L S/BK: 1. James Cox (Yam); 2. Charles Dixon (Hon).

H/W S/BK EX: 1. Chris Greve (Suz); 2. Mark Ledesma (Kaw); 3. Cass Morgan (Hon); 4. Jack Van Beek (Suz); 5. Bill Morgan (Duc).

H/W S/BK AM: 1. Gregory Wurster (Suz); 2. Robb Martin (Suz); 3. Gary Torrington (Kaw); 4. Mike Wiebe (Kaw); 5. Kenneth Conteen (Suz).

M/W S/BK EX: 1. Cass Morgan (Hon) 2. John Ritter (Hon); 3. James Cox (Yam); 4. Jared Kapoor (Hon); 5. Scott Simpson (Yam).

M/W S/BK AM: 1. Gary Torrington (Kaw); 2. Michael Begley (Hon); 3. Eric Anderson (Duc); 4. Thomas Hagan (Hon); 5. Steve Kopp (Hon).

L/W S/BK EX: 1. Mark Ledesma (Kaw); 2. Terry Spell (Hon); 3. Scott Jensen (Yam); 4. Derreck Dixon (Yam); 5. Mark Di Pietro (Yam).

L/W S/BK AM: 1. Howard Kaplan (Yam); 2. Evan Lassuk (Hon); 3. Charles Coyle (Kaw); 4. Troy Tinsley (Hon); 5. Brandon Yoder (Kaw).

U/L GP: 1. Mark Ledesma (Kaw); 2. Chris Greve (Suz); 3. William Gates (Hon); 4. Jason Parker (Suz); 5. John Ritter (Suz).

M/W GP EX: 1. James Cox (Yam); 2. Cass Morgan (Hon); 3. John Ritter (Hon); 4. Charles Dixon (Hon); 5. Jared Kapoor (Hon).

M/W GP AM: 1. Donald Blatter (Hon); 2. Gary Torrington (Kaw); 3. Mike Wiebe (Kaw); 4. Steve Kopp (Hon); 5. Michael Begley (Hon).

L/W GP EX: 1. Mark Ledesma (Kaw); 2. Terry Spell (Hon); 3. Scott Jensen (Yam); 4. Derreck Dixon (Yam); 5. Mark Di Pietro (Yam).

L/W GP AM: 1. Howard Kaplan (Yam); 2. Jesse Provencio (Yam); 3. Chris Nicoloff (Hon); 4. Richard Webster (Kaw); 5. Henry Wang (Hon).

GP SGL: 1. Kurt Hoel (Hon); 2. Mitchell Weisberg (Hon); 3. Michael Sunderlin (Yam).

H/W SPTSMN EX: 1. Ronald Jennings (Suz); 2. Barney Wright (Duc).

H/W SPTSMN AM: 1. Eric Anderson (Duc); 2. Charles Coyle (Kaw); 3. David Mills (Suz).

L/W SPTSMN EX: 1. Marl Ledesma (Kaw); 2. Michael Sunderlin (Yam); 3. Scott Jensen (Kaw); 4. Barney Wright (Duc).

L/W SPTSMN AM: 1. Charles Coyle (Kaw); 2. Richard Webster (Kaw); 3. Brandon Yoder (Kaw); 4. John Casmir (Yam).

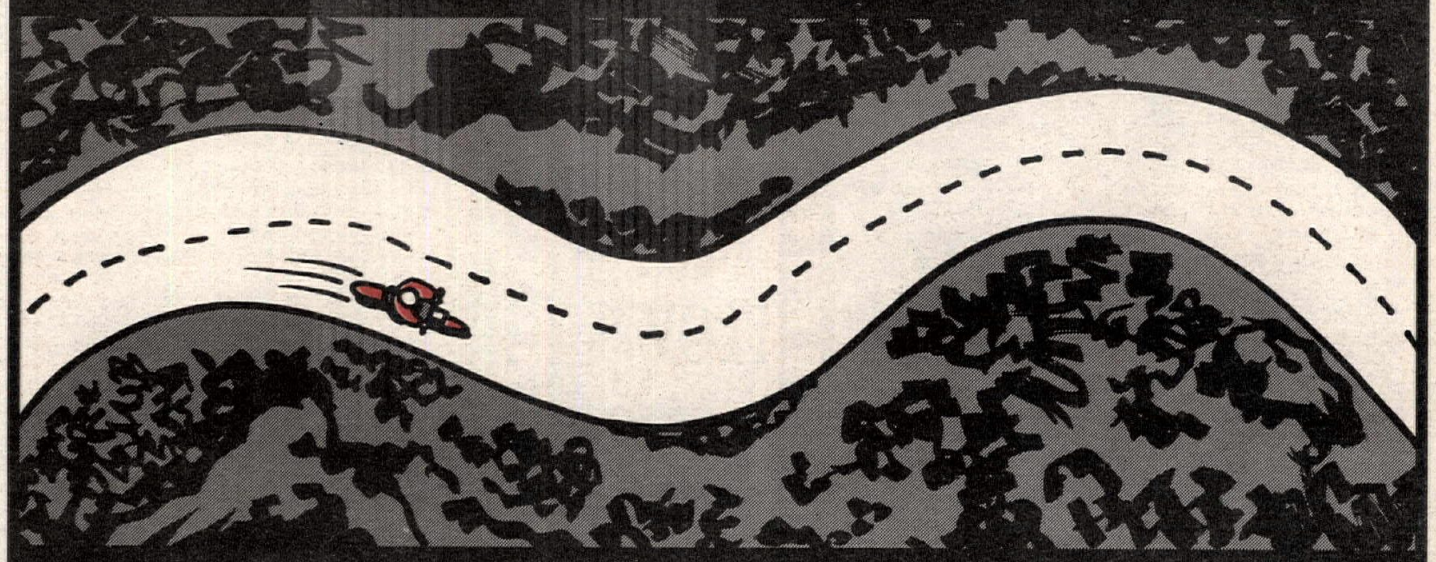
GT1 EX: 1. Jason Parker (Suz); 2. Ronald Jennings (Suz); 3. Rory Palmer (Suz); 4. John Jewett (Suz); 5. Troy Galloway (Suz).

GT2 AM: 1. Robb Martin (Suz); 2. Craig Lindeman (Hon); 3. Donald Blatter (Hon); 4. Richard Kaplan (Hon); 5. Tom Reed (Yam).

GT3 AM: 1.Howard Kaplan (Yam); 2. Jesse Provencio (Yam); 3. Richard Webster (Kaw); 4. Evan Lessuk (Hon); 5. Leonard Teodorescu (Suz).

GT3 EX: 1. Mark Ledesma (Kaw); 2. Scott Jensen (Kaw); 3. Michael Ross (Hon); 4. Terry Spell (Hon); 5. Barney Wright (Duc).

You'll *love* the HOMEWORK.



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GP RACE TRIP

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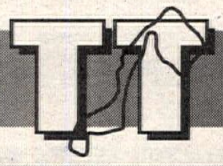

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8:00 AM Parade Lap
8:15 AM 125-250-500 Nov/Int/Pro
9:15 AM All 80cc Big Wheel / Women
10:15 AM Oldtimers
11:15 AM All 60cc Super Pee Wee
12:00 NOON Parade Lap
12:15PM CRC Vets (+30) CRC Sr (+40)
1:15 PM 125-250-500 Beg / 4-Stroke
2:15 PM Jr. Vet (+25) Vintage / Hay Day
3:15 PM Team Race
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First Race 10:00AM
Second Race To Be Announced

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April 4&5 - Hangtown/Prairie City OHV, CA
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April 18&19* - Club Moto Livermore, CA
April 25&26* - Madera, CA
May 9&10* - Hollister, CA
Practice Sat. - Race Sun.

CMC Racing - 714/367-1141
1998 Spring Classic MX Nationals
Apr 5th Badlands Raceway, Victorville, CA - (So. Reg.)
Apr 12th E-Street Track, Marysville, CA - (No. Reg.)
Apr 18th Rivertront Park, Marysville, CA - (No. Reg.)
Apr 26th Competition Park, San Jacinto, CA - (So. Reg.)
May 2nd Club Moto, Livermore, CA - (No. Reg.)
May 10th Argyll Park, Dixon, CA - (No. Reg.)
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
4/5 Suzuka, Japan, Rnd 1
4/19 Jehor, Malaysia, Rnd 2
5/3 Jerez, Spain, Rnd 3
5/17 Mugello, Italy, Rnd 4
5/31 Paul Ricard, France, Rnd 5
6/14 Jarama, Spain, Rnd 6
6/27 Assen, Holland, Rnd 7
7/5 Donington Park, Great Britain, Rnd 8
7/19 Sachsenring, Germany, Rnd 9
8/23 Brno, Czech Republic, Rnd 10
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Jacarepagua, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike C'ship Series
4/13 Donington Park, GB, Rnd 2
5/10 Monza, Italy, Rnd 3
5/24 Albacete, Spain, Rnd 4
6/7 Nurburgring, Germany, Rnd 5
6/21 Misano, San Marino, Rnd 6
7/5 TBA, Rnd 7
7/12 Monterey, California, Rnd 8
8/2 Brands Hatch, England, Rnd 9
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship
4/19 Le Mans, France, Rnd 1
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
4/18-19 Hawkstone Park, England, Rnds 3, 4
4/25-26 San Marino, Rnds 5, 6
5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc Motocross Championship
4/5 Saquarema, Brazil, Rnd 2
4/19 Bellpuig, Spain, Rnd 3
5/17 Orehova Vas, Slovakia, Rnd 4
5/24 Donington Park, England, Rnd 5
6/7 Nismes, Belgium, Rnd 6
6/14 San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross Championship
4/5 Agueda, Portugal, Rnd 2
4/19 Valkenswaard, Holland, Rnd 3
4/26 Villars-Ecot, France, Rnd 4
5/10 Leuven, Europe, Rnd 5
5/24 Donington Park, England, Rnd 6
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship
4/5 Mantova, Italy, Rnd 1
4/19 Payerne, Switzerland, Rnd 2
4/26 Schwanenstadt, Austria, Rnd 3
5/10 Vasteras, Sweden, Rnd 4
5/17 Vantaa, Finland, Rnd 5
6/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
5/15 Prague, Czech Republic, Rnd 1
6/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
4/17-19 Monterey, CA, Rnd 3
4/24-26 Rosamond, CA, Rnd 4
5/1-3 Sonoma, CA, Rnd 5
5/29-31 Braselton, GA, Rnd 6
6/12-14 Elkhart Lake, WI, Rnd 7
6/19-21 Loudon, NH, Rnd 8
7/17-19 Lexington, OH, Rnd 9
7/31-8/2 Brainerd, MN, Rnd 10
8/7-9 Joliet, IL, Rnd 11
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Supercross Series
4/4 Pontiac, MI, Rnd 13
4/18 Charlotte, NC, Rnd 14
4/25 Dallas, TX, Rnd 15
5/2 Las Vegas, NV, Rnd 16

AMA National MX Series
5/10 San Bernardino, CA, Rnd 1
5/17 Sacramento, CA, Rnd 2
5/24 Mount Morris, PA, Rnd 3
6/14 Southwick, MA, Rnd 5
6/21 Budds Creek, MD, Rnd 4
7/5 Buchanan, MI, Rnd 6
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA National Hare Scrambles Series
4/5 Hurricane Mills, TN, Rnd 3
4/19 Good Springs, PA, Rnd 4
7/19 Tillamook, OR, Rnd 5
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA Nat'l Hare and Hound Series
4/4 Jericho, UT
4/26 Lucerne, CA
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
4/4-5 Hurricane Mills, TN
4/25-26 Clarksburg, WV
5/9-10 Elizabeth, WV
5/16-17 Brownsville, PA
6/6-7 Manahawkin, NJ
7/11-12 Boyers, PA
9/12-13 Millfield, OH
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
5/17 Middlebury, IN, Rnd 1
6/7 Jefferson, PA, Rnd 2
6/14 Steel City, PA, Rnd 3
6/21 Avoca, NY, Rnd 4
7/18 Nashville, IN, Rnd 5
7/25 Haydenville, OH, Rnd 6
8/2 Norton Shores, MI, Rnd 7
8/16 Dansville, NY, Rnd 8
9/13 Steel City, PA, Rnd 9
9/20 Middlebury, IN, Rnd 10
9/27 Jefferson, PA, Rnd 11
10/11 Oregonia, OH, Rnd 12
Info: 614/891-2425

AMA Grand National Championship Series
5/16 Harrington, DE, Rnd 2
5/24 Springfield, IL, Rnd 3
5/30 LaSalle, IL, Rnd 4
6/20 Mineralwells, WV, Rnd 5
6/27 Lima, OH, Rnd 6
7/4 TBA, Rnd 7
7/11 Du Quoin, IL, Rnd 8
7/18 Oklahoma City, OK, Rnd 9
7/25 Rossburg, OH, Rnd 10
8/2 Peoria, IL, Rnd 11
8/5 Rapid City, SD, Rnd 12
8/8 Joliet, IL, Rnd 13
8/15 Indianapolis, IN, Rnd 14
8/22 Hagerstown, MD, Rnd 15
8/29 Sedalia, MO, Rnd 16
9/6 Springfield, IL, Rnd 17
9/12 Shakopee, MN, Rnd 18
9/26 Sacramento, CA, Rnd 19
10/3 Las Vegas, NV, Rnd 20
10/11 Del Mar, CA, Rnd 21
Info: 614/891-2425

AMA Acerbis National Enduro Series
5/3 Wellston, OH
5/17 New Waverly, TX
5/24 McArthur, OH
6/7 Bellingham, WA
6/28 Akeley, MN
7/12 West Greenwich, RI
8/9 Divide, CO
8/23 Indian River, MI
Info: 614/891-2425

AMA/NATC National Championship Trials Series
4/18 Temecula, CA, Rnd 5
4/25 Washougal, WA, Rnd 6
4/26 Washougal, WA, Rnd 7
8/1 Duluth, MN, Rnd 8
8/2 Duluth, MN, Rnd 9
8/8 Flagstaff, AZ, Rnd 10
8/11 Flagstaff, AZ, Rnd 11
Info: 402/435-4146

AMA Western National Four-Stroke MX Series
4/18-19 Phoenix, AZ
5/23-24 Redding, CA
5/30-31 Yakima, WA
6/6-7 Salt Lake City, UT
6/27-28 Denver, CO,
7/11-12 Boise, ID
8/8-9 Albany, OR
8/23-24 Ward Creek, WA
9/5-6 Whitney, TX
Info: 530/365-1979

AMA Sound of Thunder Amateur Challenge Series
4/18 Phoenix, AZ
5/23 Redding, CA
5/30 Yakima, WA
6/6 Salt Lake City, UT
6/27 Denver, CO
7/11 Boise, ID
8/8 Albany, OR
8/23 Ward Creek, WA
Info: 530/365-1979

AMA U.S. Eastern Motocross Spring Series
4/12 Elizabeth City, NC
4/26 Danville, VA
5/3 East Bend, NC
5/17 Reidsville, NC
5/24 Elizabeth City, NC
5/31 Dillwyn, VA
Info: 804/724-4392

Ballzee Agressive Wear Grand Championship MX Series
6/7 Danville, VA
6/14 Dillwyn, VA
6/21 Sanford, NC
7/5 Axton, VA
7/12 East Bend, NC
7/19 Reidsville, NC
7/26 Danville, VA
8/9 Elizabeth City, NC
8/23 Danville, VA
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
4/26 Rockne, TX
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Altair, TX
11/8 San Antonio, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
4/5 Blountville, TN
4/26 Wytheville, VA
5/2-3 Blountville, TN
5/10 London, KY
6/6-7 Blountville, TN
7/4-5 Beckley, WV
7/10-11 Blountville, TN
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
4/11-12 Forest City, NC
5/17 Forest City, NC
5/31 Iron Station, NC
6/27-28 Reidsville, NC

8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
4/11 London, KY
4/19 Clay City, KY
4/25-26 London, KY
5/9-10 London, KY
5/23-24 London, KY
6/6-7 Muddycreek, TN
7/5 London, KY
7/18 London, KY
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four Stroke Nat'l
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
4/19 Aztec, NM
5/16-17 Mesa Verde, CO
6/21 Aztec, NM
7/12 Mesa Verde, CO
8/16 Mesa Verde, CO
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State C'ship Series
5/3 Newaygo, MI
5/17 Buchanan, MI
6/6-7 North Branch, MI
6/20-21 Coldwater, MI
7/12 Stanton, MI
8/9 Millington, MI
8/16 Midland, MI
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA National Reliability Enduro Series
Western Region
5/30 Idaho City, ID
5/31 Idaho City, ID
6/6 Bellingham, WA
6/7 Bellingham, WA
Central Region
5/16 New Waverly, TX
5/17 New Waverly, TX
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN
Eastern Region
5/23 McArthur, OH
5/24 McArthur, OH
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN
Championship Finale
6/20-21 Hurricane Mills, TN
Info: 304/284-0084

AMA/District 36 Vintage Dirt Track Championship Series
4/4 Lodi, CA, Rnds 1, 2
4/5 Lodi, CA, Rnds 3, 4
4/11 Lodi, CA, Rnds 5, 6
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnd 9
5/2 Lodi, CA, Rnds 10, 11
5/9 Newman, CA, Rnd 12
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
4/4 Lodi, CA, Rnds 1, 2
4/5 Lodi, CA, Rnds 3, 4
4/11 Lodi, CA, Rnds 5, 6
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnd 9
5/2 Lodi, CA, Rnds 10, 11
5/9 Newman, CA, Rnd 12
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
4/5 Clear Creek, CA, Rnd 1
4/18 Navarro, CA, Rnd 2
4/25 Foresthill, CA, Rnd 3
5/3 Georgetown, CA, Rnd 4
5/17 Clear Creek, CA, Rnd 5
6/14 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 34 Family MX Series
4/5 Walkill, NY
4/19 Modena, NY
4/26 Claverack, NY
5/3 Monticello, NY
5/10 Walkill, NY
5/17 Claverack, NY
5/24 Modena, NY
5/31 Monticello, NY
6/7 Modena, NY
6/13 Monticello, NY
6/14 Monticello, NY
6/21 Modena, NY
6/28 Walkill, NY
7/5 Modena, NY
7/12 Modena, NY
7/19 Monticello, NY
7/26 Walkill, NY
8/2 Walkill, NY
8/9 Claverack, NY
8/16 Walkill, NY
8/23 Modena, NY
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
4/25 Foresthill, CA
5/16 Clear Creek, CA
5/31 Omo Ranch, CA
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
4/25-26 Cantil, CA
5/17 Mojave, CA
7/18-19 Sequoia National Forest, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
4/12 Santa Barbara, CA
5/2-3 Frazier Park, CA
6/6-7 Lake Isabella, CA
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
4/4-4/5 Twentynine Palms, CA
5/2-5/3 Palmdale, CA
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
4/19 Temecula, CA
6/13 Temecula, CA
7/18 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
6/6 Dayton, OH
6/7 Peoria, IL
8/1 Peoria, IL
8/16 Spokane, WA
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AMA Pacific Northwest Championship Series
7/5 Washougal, WA
7/26 Trulson, WA
8/9 Mount View, WA
8/16 Ward Creek, WA
8/23 Washougal, WA
Info: 541/673-1671

AMA GFTL Series
4/18 Danielsville, GA, Rnd 1
5/2-3 Danielsville, GA, Rnds 2, 3
5/23-24 TBA
6/20 Danielsville, GA, Rnd 6
7/25-26 TBA
8/22 Danielsville, GA, Rnd 9
9/26-27 Danielsville, GA, Rnds 10, 11
10/24-25 TBA
11/21 Danielsville, GA, Charity Race
Info: 770/962-7888 or 770/339-3997

Checkered Flag Series
4/25 Danielsville, GA, Rnd 1
5/9 Danielsville, GA, Rnd 2
6/6 Danielsville, GA, Rnd 3
7/4 Danielsville, GA, Rnd 4
8/8 Danielsville, GA, Rnd 5
9/12 Danielsville, GA, Rnd 6
10/10 Danielsville, GA, Rnd 7
11/7 Danielsville, GA, Rnd 8
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
4/5 Perris, CA
4/26 Sonoma, CA
5/16 Casey, IL
6/6 Elkhart Lake, WI
6/20 Grattan, MI
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
5/2 Rosamond, CA
5/2 Budds Creek, MD
5/16 Hanford, CA
5/24 Port Royal, PA
6/12 Cumberland, MD
7/9 Indianapolis, IN
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA

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EVENT INFORMATION
Sat April 25: 4-Stroke Practice 8am-Noon • Overnight Camping
Sun April 26: Gates Open 6am Race 9:15am
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PRACTICE 8:30am.
RACE 10am.

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GFI RACING (909) 653-4042
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Southern Region

Sat., Apr	4	GFI Saturday Practice (8am - 1pm)	Perris
Sun., Apr	5	A.H.R.M.A.	Perris
Sun., Apr	5	GFI Winter Series Round 5*	Competition Park
Sat., Apr	11	GFI "Super Saturday" Motocross	Perris

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April 19th - Rd. 2 Hollister Hills GP Track, Hollister Ca
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series

4/25 Sonoma, CA
5/3 Rosamond, CA
5/10 Collins, MO
5/17 Casey, IL
6/7 Elkhart Lake, WI
6/21 Grattan, MI
7/12 Lexington, OH
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Roadrace Series

8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Masters of the Midwest Roadrace Series

6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
Info: 715/842-9699

AHRMA Pacific Crown Roadrace Series

4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
Info: 715/842-9699

AHRMA Midwest Regional Motocross Series

4/11 Bedford, KY
4/25-26 Wappela, IL
5/9 Collins, MO
7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA Northeast Regional Hare Scrambles Series

6/28 Plymouth, PA
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional Motocross Series

5/17 Berwick, PA
5/24 Mexico, NY
6/6-7 Lempster, NH
7/11 Budds Creek, MD
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional Motocross Series

4/12 Marin County, CA
4/26 Sonoma, CA
5/17 Fernley, NV
5/31 Phillipsville, CA
6/28 Eugene, OR
7/19 Carson City, NV
8/15 Soda Springs, CA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA Rocky Mountain Regional MX Series

5/3 Casper, WY
5/17 Berthoud, CO
6/14 Price, UT
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA South Atlantic Motocross Series

6/7 Sales Creek, TN
7/25 Bremen, GA
10/17 Palmetto, GA
Info: 770/986-3213

AHRMA Southeast Regional Grand Prix Series

4/12 Palmetto, GA
7/26 Bremen, GA
10/18 Palmetto, GA
Info: 770/986-3213

AHRMA Southeast Regional Motocross Series

4/26 Bremen, GA
5/3 Sales Creek, TN
7/25 Bremen, GA
8/9 Woodbine, GA
8/23 Reddick, FL
Info: 770/986-3213

AHRMA Southwest Regional Motocross Series

4/5 Perris, CA
4/19 Lemon Grove, CA
5/31 Carlsbad, CA
6/21 Lemon Grove, CA
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Western Regional Dirt Track Series

4/4 Tulare, CA
4/19 Temecula, CA
5/1 Willow Springs, CA
5/2 Willow Springs, CA
5/16 Hanford, CA
6/13 Chowchilla, CA
7/25 Quincy, CA
8/9 Hollister, CA
9/7 Lancaster, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/10 Del Mar, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series

4/5 Forest Hills, LA
4/26 Clanton, AL
5/3 Wiggins, MS
5/17 Saucier, MS
5/31 Laurel, MS
6/14 Goodman, MS
8/9 Breezy Hill, LA
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series

6/28 Huntsville, AL
7/19 Rockford, AL
9/6 Fort Polk, LA
9/26 New Augusta, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series

Florida Region
4/26 West Palm Beach, FL
5/25 West Palm Beach, FL
6/28 West Palm Beach, FL
7/4-5 Homestead, FL
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL

Southeast Region
4/11-12 Bloomingdale, GA
5/23-24 Bloomingdale, GA
6/20-21 Talladega, AL
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA

Mid-Atlantic Region
4/11-12 Summit Point, WV
5/23-24 Bloomingdale, GA
5/30-31 Summit Point, WV
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV
9/19-20 Braselton, GA

Northeast Region
4/18-19 Loudon, NH
5/2-3 Loudon, NH
6/13-14 Loudon, NH
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH

Great Lakes Region
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Midwest Region
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Great Plains Region
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/27-28 Beloit, IL
7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN

Southwest Region
4/4-5 Buttonwillow, CA
5/2-3 Chandler, AZ
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ

California Region
4/4-5 Buttonwillow, CA
5/9-10 Buttonwillow, CA
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions

10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike

5/9-10 Elkhart Lake, WI
5/16-17 Watkins Glen, NY
7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA Vintage Series

4/18 Clermont, IN
4/19 College Station, TX*
4/25 Summit Point, WV
5/2 Talladega, AL
5/9 Grattan, MI
5/10 Henderson, TX
5/14-17 Braselton, GA*
5/23 Mount Meridian, IN*
5/30 Garrettsville, OH
6/20 Summit Point, WV*
6/25-28 Indianapolis, IN*
7/4 Braselton, GA
7/18 Millington, TN
7/19 College Station, TX
7/25 Garrettsville, OH
8/8 Faulkville, GA
8/9 Henderson, TX
8/15 South Haven, MI
8/22 Talladega, AL
8/30 Hallet, OK
9/5 Garrettsville, OH*
9/12 Grattan, MI*
9/12 Summit Point, WV
9/19 Faulkville, GA
9/20 College Station, TX
9/26 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

ECEA C'ship Enduro Series

4/5 Warren Grove, NJ
5/3 New Lisbon, NJ
5/17 Indian Mills, NJ
5/24 New Philadelphia, PA
6/14 Stanhope, NJ
6/28 Webb Mills, NY
7/12 West Greenwich, RI
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series

4/19 Good Springs, PA
4/26 St. Georges, DE
5/10 Woodland Twp., NJ
5/31 Belleplain, NJ
6/6-7 Manahawkin, NJ
6/21 Brandonville, PA
8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/21 Belleplain, NJ
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
4/3-5 Sebring, FL
5/15-17 Fountain, CO
6/5-7 Mosport, Canada
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
5/2-3 Loudon, NH
5/30-31 Shannonville, Ontario, Canada
6/14 Belknap, NH
6/15 Loudon, NH
6/20 Loudon, NH
7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang Nat'l Series
5/23-24 Reno, NV
6/20-21 Mammoth Mountain, CA
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Rocky Mountain Motocross Association
Spring Series
4/5 Milliken, CO
4/26 Erie, CO
5/3 Brush, CO
5/10 Colorado Springs, CO
5/23-24 Watkins, CO
6/14 Craig, CO
Summer Series
6/21 TBA
7/12 Craig, CO
7/26 Brush, CO
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 TBA
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
4/5 Colorado Springs, CO
4/19 Pueblo, CO
5/3 Cheyenne, WY
5/31 Pueblo, CO
6/7 Cheyenne, CO
6/14 Colorado Springs, CO
6/21 Colorado Springs, CO
6/27-28 Watkins, CO
7/12 Berthoud, CO
7/26 Cheyenne, WY
8/2 Colorado Springs, CO
8/9 Berthoud, CO
8/22 TBA
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA

Supercross Series
4/26 Denver, CO
5/9 Greeley, CO
5/16 Grand Junction, CO
7/18 Colorado Springs, CO
8/16 Grand Junction, CO
8/29 TBA
Info: 303/988-7722

Wild West Motocross Series
4/25-26 Ogden, UT
5/16-17 Rock Springs, WY
5/23-24 Boise, ID
6/13-14 Elko, NV
7/4-5 Pocatello, ID
7/25-26 Rupert, ID
8/8-9 Pocatello, ID
9/5-6 Salt Lake City, or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
4/19 Sioux Falls, SD
6/7 Armstrong, IA
6/14 Fort Dodge, IA
6/21 Yankton, SD
6/28 Sioux City, IA
7/11 Truesdale, IA
7/18 Ida Grove, IA
7/26 I-90 Trimont, MN
8/2 Fort Dodge, IA
8/8 Truesdale, IA
8/23 I-90 Trimont, MN
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
4/4 Ironman, AL
4/26 Chandler Mountain, AL
5/2 Ironman, AL
5/9 Kilpatrick, AL
5/17 Chandler Mountain, AL
5/23 Kilpatrick, AL
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State Motocross Championship Series
4/5 Ocala, FL, Rnd 5
4/19 Reddick, FL, Rnd 6
4/26 Dade City, FL, Rnd 7
5/3 Ona, FL, Rnd 8
5/10 Reddick, FL, Rnd 9
5/24 Orlando, FL, Rnd 10
5/31 Ocala, FL, Rnd 11
6/7 Dade City, FL, Rnd 12
6/28 Ona, FL, Rnd 13
7/5 Orlando, FL, Rnd 14
7/12 Reddick, FL, Rnd 15
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

KTMXA Motocross Series
4/11 Draffenville, KY
4/26 Milan, TN
5/3 Apex Valley, KY
5/16 Draffenville, KY
5/24 Milan, TN
5/30 Atwood, TN
6/12 Murray, KY
7/4 Atwood, TN
7/18 Draffenville, KY
8/9 Apex Valley, KY
8/22 Atwood, TN
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arena X Championship Series
8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

GNC Texas MX Series
4/5 Arlington, TX
4/12 Burleson, TX
5/3 Arlington, TX
5/10 Waller, TX
5/31 Bastrop, TX
6/7 Arlington, TX
Info: 214/351-9900

New England State Motocross Championships
4/5 Central Village, CT
4/19 Southwick, MA
4/26 Middleboro, MA
5/3 Central Village, CT
5/10 Southwick, MA
5/17 Southwick, MA
5/24-25 Greene, ME
5/31 Middleboro, MA
6/7 Southwick, MA
6/14 Southwick, MA (National)
6/21 Central Village, CT
6/28 Middleboro, MA
7/4-5 Greene, ME
7/12 Middleboro, MA
7/26 Southwick, MA
8/2 Middleboro, MA
8/9 Central Village, CT
8/16 Southwick, MA
8/23 Middleboro, MA
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Motorcycle Asphalt Racing Series
5/15 Myrtle Beach, SC
9/25 Asheville, NC

Northeast Pro Flat Track Series
5/9 Trois Riveries, Canada
6/19 Rochester, NH
6/26 Lebanon Valley, NY
7/10 Agawam, MA
7/24 Middletown, NY
7/25 Weedsport, NY
7/31 Quebec City, Canada
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series
5/9 East Lempster, NH
5/30 East Lempster, NH
6/13 Canaan, NH
6/27 East Lempster, NH
7/18 East Lempster, NH
8/1 Canaan, NH
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

New England Trials Association
5/3 Meriden, CT
5/17 Exeter, RI
5/31 Chepachet, RI
6/14 Meriden, CT
6/28 Ossippee, NH
7/19 Meriden, CT
8/16 Cumberland, RI
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

NETRA C'ship Enduro Series
5/31 Freetown, PA
6/7 Wrentham, MA
6/14 Somers, CT
7/12 West Greenwich, RI
7/19 Oxford, MA
8/9 West Granville, MA
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
4/26 Modena, NY
5/3 Uxbridge, MA
5/17 Fishouse, NY
6/21 Thomaston, CT
6/28 Union, CT
7/5 Chelsea, VT
7/12 Windsor, MA
7/26 East Hampton, CT
8/2 West Unity, NH
8/23 Union, CT
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
5/17 West Greenwich, RI
6/13-14 Loudon, NH
8/16 Porters Corner, NY
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
4/25 Brimfield, MA
5/16 Fishouse, NY
6/20 Thomaston, CT
6/27 Union, CT
7/4 Granville, MA
7/25 Southampton, MA
8/22 Union, CT
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

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- Apr. 17-18-19. Racing 7am per schedule.
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50 P.Wee Stk. Thru 6
50 P.Wee Mod. Thru 6
50 P.Wee Stk. 7-8
50 P.Wee Mod. 7-8
50 Super PW Mod.6-9
60 Jr.Cycle Stk. 6-8
60 Jr.Cycle Mod. 6-8
60 Jr.Cycle Stk. 9-11
60 Jr.Cycle Mod. 9-11
80 Stk. Thru 11
80 Mod. Thru 11
80 Stk. Beg. 12-16
80 Stk. 12-13
80 Mod. 12-13
80 Stk. 14-16
80 Mod. 14-16
SuperMini Mod.Thru 16
125 Open Thru 16 Non-Pro
125 Stk. Beg.
125 Mod. Beg.
125 Stk. Novice
125 Mod. Novice
125 Stk. Inter.
125 Mod. Inter.
125 Stk. Pro
125 Mod. Pro
250 Stk. Novice
250 Mod. Novice
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Thur., April 2 MX Practice (8am till dusk)
Sat., April 4 MX Practice (8am till 1pm)
Sun., April 5 Off Road Car, Truck & Quad Racing
Thur., April 9 MX Practice (8am till dusk)
CHAPARRAL SIX HOURS OF GLEN HELEN TEAM ENDURANCE RACE APRIL 19TH.

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D-#37 Referee
Michelle Cassella
(909) 652-8915
Or For Race Info Only (909) 929-7665
On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Apr 4-5	Hilltopers M.C. "Best of the West" series Rodeo Grounds, 29 Palms CA Info: 714-898-4557 or 562-428-4971	Grand Prix Series Round 3
Apr 11	So. Cal M.C. "Burrito Run" 9:30am start Camp Rock. Rd., Lucern Valley, CA Info: 818-787-1142 or 626-337-4911 Dist. 37 Poker Run "Riders Help Riders" 3pm start	Hare & Hound
Apr 26	Vikings M.C. "Viking Voyage" 9:00am start Camp Rock Rd., Lucerne Valley, CA Info: 805-253-0440 or 909-880-3352	Nat'l Hare & Hound

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

MRA Suzuki Tri-State Challenge
5/3 Milan, MI
7/10 Milan, MI
7/11 Delta, OH
7/12 Delta, OH
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
6/14 Delta, OH
6/28 Delta, OH
7/26 Delta, OH
8/9 Delta, OH
8/23 Delta, OH
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Southeastern Trials Riders Association C'Ship Series
4/4-5 Monroe, GA
4/18 Cleveland, GA
5/2-3 Clinton, SC
5/23-24 Crossville, TN
6/6-7 TBA
6/20-21 Carrollton, KY
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
5/16-17 Twinsburg, OH
6/20-21 Carrollton, KY
7/11-12 AMA Vintage Days (exhibition)
7/26 Lancaster, OH
8/16 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid East Hare Scramble Series
4/19 Morganton, NC
5/3 Hickory, NC
5/31 Greer, SC
6/14 Belwood, NC
8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NMA World Mini Grand Prix
4/15-19 Las Vegas, NV
Info: 562/868-8112 or 909/657-6782

NYS Grand Prix Championship Series
4/26 Colden, NY, Rnd 1
7/12 Colden, NY, Rnd 2
7/26 Langford, NY, Rnd 3
Info: 716/825-8720

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

NMA Grand Nat'l MX Championships
7/28-8/1 Ponca City, OK
Info: 562/868-8112 or 909/657-6782

Branson USA MX Championships
10/2-3-4 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
5/17 Rosarito, Baja California
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Thor/Parts Unlimited Northeast Classic MX Series
4/26 Englishtown, NJ
5/17 Broome-Tioga Sports Center, NY
5/31 Hurricane Hills Sports Center, PA
6/7 Unadilla Valley Sports Center, NY
7/26 Walden Playboys, NY
8/2 Powerline Park, NJ
Info: 717/222-9290

AMP Motocross Spring Series
4/5 Hollister, CA
4/19 Hollister, CA
4/26 Tracy , CA (Carnegie SVRA)
5/3 Turlock, CA (Oatfield)
5/24 Hollister, CA
Info: 209/656-9682

CMA Pacific Coast Pro Am Motocross Championship
4/4-5 Prairie City (Hangtown), CA
4/10-11 Hollister, CA
4/18-19 Livermore, CA
4/25-26 Madera, CA
5/2-3 Hollister, CA
Info: 209/673-8080

CMA Little Okie Spring Series
4/18 Madera, CA
4/25 Madera, CA
5/2 Madera, CA
5/8 Madera, CA
5/15 Madera, CA
5/22 Madera, CA
5/29 Madera, CA
Info: 209/673-8080

CMA Valley Children's Race
6/13 Madera, CA
6/20 Madera, CA
6/27 Madera, CA
Info: 209/673-8080

CMA Little Okie Summer Series
7/10 Madera, CA
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
5/9 Los Banos, CA
5/16 Los Banos, CA
5/23 Los Banos, CA
5/30 Los Banos, CA
6/6 Los Banos, CA
7/4 Los Banos, CA
7/11 Los Banos, CA
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

American Trials Association
4/18 Reed Valley, CA
4/19 Reed Valley, CA
5/17 Johnson Valley, CA
6/6-7 Big Bear, CA
Info: 714/562-7742

SETRA C'ship Enduro Series
4/5 Morganton, NC, Rnd 14
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info: 706/327-4015

Rocky Mountain Enduro Circuit
4/19 Post, TX
5/3 Crawford, NE
5/17 Montrose, CO
5/24 Limon, CO
6/7 Buena Vista, CO
6/21 Upton, WY
7/19 Rand, CO
8/9 Divide, CO
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
4/12 Stillwater, OK
5/17 Flat River, MO
5/31 Collins, MO
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
4/19 Kalgary, TX
5/3 Nacogdoches, TX
5/16-17 New Waverly, TX
6/7 Blackwell, TX
8/9 Alexandria, LA
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma X-Country Series
4/5 Erick, OK
4/19 Stillwater, OK
5/10 Stillwater, OK
5/24 Tulsa, OK
6/7 Rosedale, OK
6/21 Ellington, OK
8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
4/4-5 Willow Springs, CA
4/17-19 Monterey, CA
5/2-3 Willow Springs, CA
5/16-17 Willow Springs, CA
6/12-14 Elkhart Lake, WI
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
5/2 Orlando, FL
5/16 Orlando, FL
5/30 Orlando, FL
6/6 Orlando, FL
6/20 Orlando, FL
7/4 Orlando, FL
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

FTR Championship Series Hare Scrambles
4/4-5 TBA
4/18-19 Vero Beach, FL
Info: 407/264-0559

FTR C'ship Enduro Series
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info: 407/264-0559

FTR Motocross Series
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
Info: 407/264-0559

Missouri Hare Scrambles Championship Series
4/19 Steeleville, MO
4/26 Bolivar, MO
5/3 Westphalia, MO
6/7 Collins, MO
6/14 Cole Camp, MO
6/28 Park Hills, MO
7/12 Knobnoster, MO
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
4/11 Glenpool, OK
4/26 Tulsa, OK
5/31 Tulsa, OK
7/19 Oklahoma City, OK
7/25 Norton, KS
7/26 Tulsa, OK
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
4/25-26 Marysville, CA
5/16-17 Mountain Home, ID
5/23-24 Edmonton, Canada
7/4-5 Bellingham, WA
7/25-26 Albany, OR
8/15-16 Trulsons, WA
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
4/5 Ocala, FL
4/19 Reddick, FL
4/26 Dade City, FL
5/3 Ona, FL
5/10 Reddick, FL
5/24 Orlando, FL
5/31 Ocala, FL
6/7 Dade City, FL
6/28 Ona, FL
7/5 Orlando, FL
7/12 Reddick, FL
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

GFI Winter Series
South
4/5 Competition Park*
North-South Showdown
4/26 Perris, CA
*Action, Kawasaki, Suzuki & Yamaha Contingency
Info: 909/653-4042 or 209/656-9682

CMRRA 50cc/125cc C'ship Road Race Series
4/12 Palomar, CA
5/3 Riverside, CA
6/27-28 Rosamond, CA
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
4/18-19 Sacramento, CA
5/16-17 Sacramento, CA
6/20-21 Sacramento, CA
7/18-19 Sacramento, CA
8/14-16 Donner Ski Ranch, CA
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

WML Motocross Series
5/9-10 San Bernardino, CA
6/27-28 Mammoth Mountain, CA
7/18-19 New Berlin, NY
8/1-2 Washougal, WA
8/3-9 Nashville, TN
8/29 Binghampton, NY
8/30 Binghampton, NY

Vintage Iron/Toyota Texas/ AHRMA Spring MX Series
4/19 Dallas, TX
4/26 Park Tyler, TX
5/3 Highlands, TX
5/17 Lake Whitney, TX
6/14 Houston, TX
8/29 Tyler, TX
Info: 281/679-5764

CMC Spring Classic Motocross Nationals
South Region
4/5 Victorville, CA
4/26 San Jacinto, CA
5/17 Victorville, CA
5/31 San Jacinto, CA
North Region
4/12 Marysville, CA
5/2 Livermore, CA
5/10 Dixon, CA
5/24 Hollister, CA
5/30 Marysville, CA
6/6-7 Badlands Final Showdown
Info: 714/367-1141 or spcmcmx@aol.com

CMC West Coast Arenacross Challenge
TBA Las Vegas, NV
Info: 702/267-4392

Kansas Motocross C'ships
5/3 Marion, KS
5/31 Hillsboro, KS
6/28 Inman, KS
8/9 Sterling, KS
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
4/19 Wichita, KS
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
4/5 Martinsville, VA
4/26 Dillwyn, VA
5/3 Martinsville, VA
5/17 Surry, VA
5/31 Ivor, VA
6/7 Rural Retreat, VA
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
4/5 Hillsboro, KS
5/3 Marion, KS
5/17 Wichita, KS
5/31 Hillsboro, KS
6/7 Marion, KS
6/14 Sterling, KS
6/28 Inman, KS
7/12 Sterling, KS
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

MRAN Desert Series
5/2 Panaca, NV
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
4/17-18 Tonopah, NV, Rnd 1
6/26-28 Ely, NV, Rnd 2
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
7/10 Carson City, NV
7/18 Bishop, NV
7/24 Carson City, NV
8/1 Bishop, NV
8/14 Carson City, NV
8/22 Bishop, NV
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
4/4 Jericho, UT
5/9 Jericho, UT
5/23 Cherry Creek, UT
6/6-7 TBA
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
4/11-12 Ogden, UT
5/30-31 Price, UT
6/20-21 Salinas, UT
7/11-12 Cedar City, UT
8/1-2 Price, UT
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
5/3 Mead, CO
5/15-17 Colorado Springs, CO
5/31 Mead, CO
6/14 Denver, CO
6/28 Pueblo, CO
7/12 Mead, CO
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
4/5 Middletown, PA
4/25-26 Williamsport, PA
5/2-3 Toronto, OH
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
4/5 Roberta, GA
4/26 Dalton, GA
5/17 Dalton, GA
5/24 Macon, GA
9/6 Dalton, GA
9/20 Breman, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Breman, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
4/26 Plaster City, CA
5/10 Los Sahuaros, CA
5/23 Plaster City, CA
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Central California Dirt Track Series
4/5 Madera, CA
4/19 Madera, CA
5/3 Madera, CA
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/18 Madera, CA
10/25 Madera, CA
Info: 209/661-0706

California Dirt Track Championship Series
7/11 Chowchilla, CA
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
4/5 Village Creek, TX
4/19 Lake Whitney, TX
5/3 Lake Bridgeport, TX
5/17 North Bryson, TX
5/31 Boars Nest-Jacksboro, TX
6/14 Terrell, OK
6/28 Fort Hood, TX
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
4/5 Stockton, KS
4/19 Alma, NE
5/3 North Platte, NE
5/24 McCook, NE
5/25 McCook, NE
5/31 Douglas, NE
6/7 Alma, NE
6/14 North Platte, NE
6/21 Stockton, KS
6/28 Friend, NE
7/12 Stockton, KS
7/19 Friend, NE
7/26 McCook, NE
8/2 Stockton, KS
8/9 North Platte, NE
8/16 Friend, NE
8/23 McCook, NE
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

APRIL

S	M	T	W	T	F	S
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19	20	21	22	23	24	25
26	27	28	29	30		

MAY						
S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

*** Denotes Pro Payback**

Apr 4-5

* ARIZONA MOTOCROSS - AMX North/South Shootout, Speed World MX, Phoenix. Info: 602/849-1572.

CALIFORNIA HILLCLIMB - NAHA/Skips at Carnegie, U.S. Rentals, Carnegie SVRA, Tracy. Info: 888/244-7547.

CALIFORNIA GRAND PRIX - AMA/District 37, Big 6 GP Series, Twentynine Palms. Info: 714/898-4557 or 562/428-4971.

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Hangtown, Prairie City. Info: 209/673-8080.

GEORGIA OBSERVED TRIALS - STRA/Monroe. Info: 423/942-8688 or trialwench@aol.com.

IDAHO MOTOCROSS - International Old-Timers MX Association, Idaho Falls. Info: 408/379-4639.

* KENTUCKY MOTOCROSS - TK Raceway, KTMXA, Draffenville. Info: 502/527-5329 or elmf08a@prodigy.com.

MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Leonard Town. Info: 301/475-2000 or www.buddscreek.com.

NORTH CAROLINA MOTOCROSS - Devils Ridge, AMA Loretta Lynn's Amateur Qualifier, North Carolina State Championship, Sanford. Info: 919/776-1767.

Sat, Apr 4

* ALABAMA MOTOCROSS - Ironman MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA DIRT TRACK - AHRMA/Vintage Dirt Track Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - Holeshot Promotions MX, Fresno County Fairgrounds, Fresno. Info: 805/940-6853.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 Http://Homepage.USR.com/D/Dadecity.

* GEORGIA MOTOCROSS - AMA, Trans-MX Series, Rnd 3, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

* MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Sprout Patch, Billings. Info: 417/744-2593.

* OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, PJ1 Night. Info: 330/262-4945.

PENNSYLVANIA MOTOCROSS - Spring Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

TENNESSEE CROSS COUNTRY - Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* UTAH HARE AND HOUND - Sageriders, Shawn Gerber Memorial National Hare and Hound, Cherry Creek Riding Area, Jericho. Info: 801/756-0814.

Sun, Apr 5

CALIFORNIA DIRT TRACK - Central California Dirt Track Series, Cushion Short Track, open traction, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - Lemon Grove MX Park, Rnd 2, Spring Series, Piru. Info: 805/521-0808.

* CALIFORNIA GRAND PRIX - Sandhill Ranch, AHMA MX, Camino Diablo Rd., Brentwood. Info: 510/634-3328.

CALIFORNIA SUPER MOTOCROSS - CRC/Tri-Race Series, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA ROAD RALLY - Vintage, BSA/AHRMA, Milani's Bst Bar, Lake Country, San Rafael. Info: 415/457-5423.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA OPEN SCRAMBLES - Tulare Cycle Park, Open Scramble Benefit Race, Tulare. Info: 209/685-0503.

* CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 5, Competition Park, San Jacinto. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - AHRMA/GFI, Southwest Vintage Racing Group, Rnd 3 of the AHRMA Nat'l.MX Series and Rnd 4 of the AHRMA Southwest Regional MX Series, Perris. Info: 909/929-6772.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Hollister Hills GP Track, Rnd 1, Hollister. Info: 209/656-9682.

CALIFORNIA GRAND PRIX - SSC MX Racing, Hungry Valley SVRA, Gorman. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - Cal Coastal Promotions, Toro Creek MX Park, Santa Margarita. Info: 805/237-2288 or 805/544-8618 or 805/237-2288.

* COLORADO MOTOCROSS - RMXA/Two Rivers Racing, Milliken. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC/Coyote, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA/Dixie MC Sports Inc., Georgia Championship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

KENTUCKY MOTOCROSS - AMA, Thorobred Series, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

* MICHIGAN SUPERCROSS - Pontiac Supercross Amateur Race, Michigan Motorcycle Dealers Association, Pontiac Silverdome. Info: 517/323-8323 or www.racemra.com.

MICHIGAN MOTORCYCLE SWAP MEET - Half Mile Cycle Race Corp., Grand Center, Grand Rapids. Info: 616/941-0815.

* MISSOURI MOTOCROSS - Midwest Spring MX Championship, Moto Sports Inc., X/-2 Motocross Park, Grain Valley. Info: 913/268-3955.

NEW JERSEY ENDURO - ECEA, Rnd 3, Motorcycle Comp. Inc., Warren Grove Fire House, Warren Grove. Info: 609/758-8222.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., Binghamton. Info: 717/849-4438.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Action Sports, AMA, Linscott's Farm, Albany. Info: 740/594-6686.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX Racing, Hardeeville. Info: 912/748-6304.

SOUTH DAKOTA MOTOCROSS - SD/IAMA, Sioux City. Info: 605/665-3512.

TENNESSEE HARE SCRAMBLES - Racer Productions Inc., Grand National Cross Country/Hare Scrambles, Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Blountville. Info: 423/323-5497.

* TENNESSEE MOTOCROSS - Peery's MX, AMA, Kimmins Road, Hohenwald. Info: 931/796-2298.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Village Creek. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, Mosier Valley USA, Arlington. Info: 214/351-9900.

* WASHINGTON MOTOCROSS - Gold Star, AMA, Washougal MX Park, Washougal. Info: 541/673-1671.

WEST VIRGINIA ROAD RACE - Team Pro-Motion Riders Club, Summit Point Raceway, West Virginia. Info: 888/TEAM.916 OR www.teampromotion.com.

Wed, Apr 8

* GEORGIA MOTOCROSS - AMA, Rnd 4, Trans-MX, Macon. Info: 912/475-5711.

Fri, Apr 10

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 11-12

NORTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, Victory Sports Racing, Forest City. Info: 423/323-5497.

* UTAH MOTOCROSS - USRA/Ogden Motocross Park, Ogden. Info: 801/966-4635.

Sat, Apr 11

CALIFORNIA MOTOCROSS - GFI Racing, Super Saturday & 9th annual Easter Egg Toss MX, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA TT - Fresno Motorcycle Club, Caruthers Fairgrounds, Caruthers. Info: 209/435-2515.

CALIFORNIA HARE & HOUND - Southern California MC, District 37, Burrito Run, Camp Rock Road, Lucerne Valley. Info: 818/787-1142.

CALIFORNIA POKER RUN - District 37, AMA, Riders Helping Riders, Camp Rock Road, Lucerne Valley. Info: 909/944-3279.

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Hollister. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

GEORGIA MOTOCROSS - Southern Raceway, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* GEORGIA SUPERCROSS - Wings & Wheels Southeastern Shoot-Out Supercross Series, Bremen Race Park, Bremen. Info: 770/941-8464.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 11th annual MC Parts Extravaganza, Bell-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

* ILLINOIS DIRT TRACK - AMA/District 17, Prairie Thunder MC, Menard County Fairgrounds, Petersburg. Info: 217/632-3857.

KENTUCKY MOTOCROSS - AHRMA/Vintage MX Midwest Regional, AMA,Saddleback East-Midwest Regional, Bedford. Info: 502/634-9774 or www.r4pusa.com/Saddlebackeast.org.

* MICHIGAN MOTOCROSS - District 14, Baja Acres, Millington. Info: 517/871-3356.

* NORTH CAROLINA SUPERCROSS - Under the Lights Night Series, NAME, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* NORTH CAROLINA MOTOCROSS - East Bend MX, District 29, Night Race, East Bend. Info: 336/699-3629.

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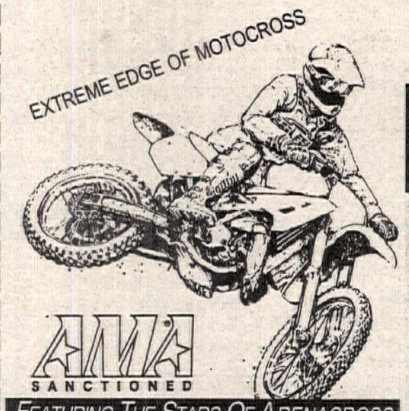

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3 DENNY STEPHENSON
#5 JEROMY BUEHL
#9 JIMMY GADDIS
#12 MIKE JONES
AND MORE!
--PLUS--
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$11,050.00 PURSE

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APRIL 3 & 4

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AMATEUR TROPHIES 1ST-6TH
50cc, 60cc, 80cc, 125cc, 250cc
Note: Each amateur class limited to first 14 entries. Call before you haul.

EXPERT $11,050.00
125cc, 250cc

Registration 1-3pm Practice 3-4pm
Heats 5-6pm Races 7:30pm

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YAMAHA
YAMAHA MOTOR CORPORATION, U.S.A.

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., Apr 4 AHRMA Vintage Dirt Track Series (1/4 Mile Oval)

Sun., Apr 5 OPEN SCRAMBLE BENEFIT RACE

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

CRC 1998 California Race Schedule
100% PRO PAYBACK

Sunday,	Apr 5	CRC Tri Race Series - Super MX	LACR
Sunday	Apr 12	CRC Tri Race Series - Golden Bear GP	LACR
Sunday	Apr 19	CRC Tri Race Series MX	LACR
Sunday	Apr 26	CRC Dunestown Race Series	LACR

Saturday Practice Jan. 10 to May 30 • 9:00am to 2:00pm
CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Easter Celebration. Info: 330/262-4945.

* OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, Bedrock Arena, Glenpool. Info: 918/836-6999.

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/865-5530 or 717/273-1180.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills, Clifford. Info: 717/222-9290.

Sun, Apr 12

CALIFORNIA MOTOCROSS - LGMX/Glen Helen Raceway, Rnd 3, Spring Series, San Bernardino. Info: 805/521-0808.

CALIFORNIA GRAND PRIX - CRC/Tri-Race Series, Golden Bear GP, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Ramona. Info: 760/752-8252.

CALIFORNIA DUAL SPORT - Team Dual Dogs/Tour of Los Padres, Cota/Santa Barbara Street parking lot, Santa Barbara. Info: 818/701-1913 or www.DualDogs.com.

* CALIFORNIA MOTOCROSS - CMC, Dave Coupe Promotions, Marysville E St. Sand Track, Marysville. Info: 530/673-5956 or dcoupe@jps.net.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - AMA/Districts 13 & 29, Dixieland Motorsports, Elizabeth City MX Park. Info: 757/549-7012.

* RTH CAROLINA MOTOCROSS - Dirt World Promotions, AMC, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLES - CRA/Wagner Racing Promoting, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, Burleson MX Park, Burleson. Info: 214/351-9900.

Apr 15-19

NEVADA MOTOCROSS - 27th annual NMA World Mini Grand Prix, Las Vegas Motor Speedway, Las Vegas. Info: 562/868-8112 or 909/657-6782.

Apr 17-19

CALIFORNIA ROADRACE - Vintage Roadrace, Team Obsolete Promotions, Laguna Seca Raceway, Salinas. Info: 718/596-0504 or www.teamobsolete.com.

Apr 18-19

ALABAMA MOTOCROSS - AMA/Youth & Amateur, Loretta Lynn's Qualifier, Kilpatrick MX, Albertville. Info:

* ARIZONA MOTOCROSS - A/A Western Four-Stroke National, Speed World MX, Phoenix. Info: 602/849-1572.

* ARIZONA MOTOCROSS - Vet MX, Southwest Vet Championships, Speed World MX, Phoenix. Info: 602/849-1572.

CALIFORNIA ROAD RACING - WSMC/Willow Springs International Raceway, Rnd 4, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Club Moto, Livermore. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

* IDAHO MOTOCROSS - SIRA/EIMA, Idaho Fairgrounds, Rupert. Info: 208/436-7071.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga, Lorreta Lynn's Amateur National Qualifier, Binghamton. Info: 717/849-4438.

* OHIO MOTOCROSS - AMA/District 11 Mid-East Area Qualifier, Sunday Creek Raceway, Jacksonville. Info: 614/797-2413.

OKLAHOMA TRAIL RIDE - Oklahoma Dirt Riders, Campout/Trail Ride, Robbers Cave. Info: 405/769-3328 or 405/793-1547.

Sat, Apr 18

* CALIFORNIA SPEEDWAY - International Speedway Coors Light '98 Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - Marysville Motocross Club, Night Race, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jps.net/motox.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

GEORGIA OBSERVED TRIALS - STRA/Cleveland. Info: 423/942-8688 or trialwench@aol.com.

* GEORGIA MOTOCROSS - AMA, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Sprout Patch, Billings. Info: 417/744-2593.

* NORTH CAROLINA MOTOCROSS - East Bend MX, District 29, Night Race, East Bend. Info: 336/699-3629.

Sun, Apr 19

ARIZONA MOTOCROSS - Vintage MX, Southwest Vintage Championship, Speed World MX, Phoenix. Info: 602/966-0101.

CALIFORNIA DIRT TRACK - Central California Dirt Track Series, Cushion Short Track, open traction, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - AHRMA/Vintage, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA DIRT TRACK - Temecula Speedway, San Diego Flat Track Assoc. Inc. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC/Tri-Race Series, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - CMA/Pacific Coast Pro-Am Championships, Club Moto, Livermore. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Hollister Hills GP Track, Rnd 2, Hollister. Info: 209/656-9682.

* COLORADO MOTOCROSS - SRAC/Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

ILLINOIS ENDURO - Brushpoppers MC, Lyndon Road, Morrison. Info: 815/626-4756.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Thorobred Series, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam MC Club Inc., Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MARYLAND HARE SCRAMBLES - Ironman Hare Scramble Series, AMA, Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MASSACHUSETTS MOTORCYCLE SHOW - J&P Promotions, 5th annual MC Parts Extravaganza, Bayside Exposition Center, Hall D, Boston. Info: 319/462-6011.

MICHIGAN MOTORCYCLE SWAP MEET - Half Mile Cycle Race Corp., Michigan State Fairgrounds, Detroit. Info: 616/941-0815.

* MISSOURI MOTOCROSS - Midwest Spring MX Championship, Moto Sports Inc., Midwest Xtreme Park, Merwin. Info: 913/268-3955.

* MISSOURI SHORT TRACK - HLR Motorsports Inc., Moberly. Info: 660/263-4296.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Nasty Creek. Info: 417/537-8406.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEVADA MOTOCROSS - Nevada MX Development, Rnd 6, Stead Track, Reno. Info: 702/423-8226.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

OHIO HARE SCRAMBLES - Sunset Ramblers MC of Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - AMA/District 11, Sunday Creek Raceway, Jacksonville. Info: 614/797-2413.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

* OHIO MOTOCROSS - CRA/Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - AMA/Districts 6 & 7, Baer Racing, Shippensburg Speedway, Shippensburg. Info: 717/796-0294.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

SOUTH CAROLINA MOTOCROSS - Hardeeville MX Racing, Hardeeville. Info: 912/748-6304.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Lake Whitney. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WASHINGTON MOTOCROSS - AMA/Loretta Lynn's Qualifier, Washougal MX Park, Washougal. Info: 541/673-1671.

Fri, Apr 24

* CALIFORNIA MOTOCROSS - Spring Series, K-B Promotions, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 25-26

CALIFORNIA MOTOCROSS - International Old-Timers MX Association, Marysville, Riverfront Park, Marysville. Info: 408/379-4639.

CALIFORNIA POKER RUN - Hi Desert Charities, Bureau of Land Management, Barstow to Slash X Cafe, Barstow. Info: 760/252-3093.

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Madera. Info: 209/673-8080.

CALIFORNIA HARE AND HOUND - Viking MC, District 37, Lucerne Valley, Valencia. Info: 805/253-0440.

CALIFORNIA DUAL SPORT - Moose Anderson Days, Jawbone Canyon, Jawbone. Info: 760/373-1146.

NEW MEXICO MOTOCROSS - AMA, NMA Stock Qualifier at Moriarty. Info: 505/888-7312.

* VIRGINIA MOTOCROSS - AMA/District 13, Northeast Area Qualifier, Birchcreek Motorsports Park, Danville. Info: 804/724-4392.

Sat, Apr 25

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA TT - Fresno MC, Caruthers Fairgrounds, Caruthers. Info: 209/435-2515.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardion. Info: 619/484-1441.

CALIFORNIA POKER RUN - Benefit Ride for Kids, Lee's Honda, Redding. Info: 800/542-9697.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* GEORGIA SUPERCROSS - Wings & Wheels Southeastern Shoot-Out Supercross Series, Bremen Race Park, Bremen. Info: 770/941-8464.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - MRA, Delta Raceway, Day Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM.916 or www.teampromotion.com.+0

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Apr 26

* ALABAMA MOTOCROSS - Chandler Mountain MX, Steele. Info: 205/681-8317.

* CALIFORNIA MOTOCROSS - LGMX/ Starwest MX Park, Rnd 4, Spring Series, Moreno Valley. Info: 805/521-0808.-

CALIFORNIA MOTOCROSS - CRC/Dunestown Race Series, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTORCYCLE SHOW - Pacific Coast Dream Machines, 8th annual outdoor MC Show, Half Moon Bay Airport, Half Moon Bay. Info: 650/726-2328.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Winter Series North/South Showdown, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, USA Dual Sport Club, Jawbone Canyon, Cantil. Info: 818/348-7237.

* CALIFORNIA MOTOCROSS - CMC/NMA Ponca City Grand National MX Qualifier, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 1, Castaic Brick Spring Nationals, Sunrise Cycle Park, Adelanto. Info: 805/294-0020 or www.reset-inc.com/sscmx.

* COLORADO MOTOCROSS - RMXA/IMI Motorsports, Erie. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

COLORADO SUPERCROSS - SRAC/Colorado Motorsports Promotions, Denver. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* GEORGIA MOTOCROSS - AMA/Georgia Championship Series, Lazy River MX Ranch, Chatsworth. Info: 706/278-1620.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort. Info: 815/436-3396.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

MICHIGAN MOTORCYCLE SWAP MEET - Half Mile Motorcycle Race Corp., IMA Sports Arena, Flint. Info:

* MISSISSIPPI MOTOCROSS - MX 886, Rnd 2, Pontotoc. Info: 601/489-8316.

* MISSOURI MOTOCROSS - HLR Motorsports Inc., AMA/District 18, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Bolivar Hare Scramble. Info: 417/537-8406.

* NEVADA MOTOCROSS - On Trac Events, CMC, Carson City Silver State Speedway, Carson City. Info: 702/267-4392.

NEW YORK MOTOCROSS - Yamaha Contingency, Claverack MX Track, Claverack. Info: 518/828-6149.

NEW YORK HARE SCRAMBLES - NETRA Championship Series, Tri-State MC, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK GRAND PRIX - Eyeser Show Productions, Colden Lakes Resort, Heath Road, Colden. Info: 716/825-8720.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotions, AMC, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO DIRT TRACK - AMA, CRE, Springfield. Info: 937/434-7750.

* OHIO MOTOCROSS - NMA Ponca City Qualifier, MRA, Delta Raceway, day Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - Pro-Moto Promotions, Cincinnati. Info: 513/561-0469.

* OKLAHOMA DIRT TRACK - Total Performance Racing, Tulsa Speedway, Tulsa. Info: 918/836-6999.

PENNSYLVANIA MOTOCROSS - Spring Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

VIRGINIA MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Wytheville. Info: 423/323-5497.

WEST VIRGINIA CROSS COUNTRY - Racer Productions Inc., Grand National Cross Country, Wilderness, Clarksburg. Info: 304/284-0084.

Fri, May 1

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

May 2-3

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series, Frazier Park, Info: 818/701-1913.

TENNESSEE MOTOCROSS - Victory Sports, Serious Racewear Mega Series, Blountville. Info: 423/323-5497.

Sat, May 2

* CALIFORNIA MOTOCROSS - Marysville Motocross Club, Night Race, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jps.net/motox.

* CALIFORNIA MOTOCROSS - CMC Spring Series MX, Night Race, NMA, GNC Qualifier, Club Moto, Livermore. Info: 415/587-8678.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Day Race, Milan. Info: 734/439-7735 or 734/241-1600.

* NEW YORK MOTOCROSS - Loretta Lynn's Area Qualifier, Frozen Ocean MX Park, AMA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

OHIO DIRT TRACK - AMA/Semi-Pro, Fast Track Racing, Summer Thunder Series, Van Wert County Fairgrounds, Van Wert. Info: 219/486-7172.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 740/596-2057.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Harding's Park Cycle Night. Info: 330/262-4945.

Sun, May 3

* CALIFORNIA MOTOCROSS - LGMX/Final Round of Series, Lemongrove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Cal Poly Penquins MC, University Lot H-12, San Luis Obispo. Info: 805/239-3688.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

CALIFORNIA ENDURO - AMA/District 36, California Enduro Riders Association, Mace Mill staging area, Georgetown. Info: 510/454-9021.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Carnegie Cycle Park, Rnd 3, Tracy. Info: 209/656-9682.

COLORADO MOTOCROSS - RMXA, Sweney Cycle Park, Brush. Info: 719/473-6723.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* ILLINOIS DIRT TRACK - Pro-Am, AMA, 1/2 mile Dirt Track, Missouri Mules Motorcycle Club, Jerseyville. Info: 314/831-0977 or clax@inlink.com.

KENTUCKY MOTOCROSS - AMA, Thorobred Series, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

MARYLAND TRAIL RIDE - Western Maryland Off Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MICHIGAN MOTOCROSS - NMA Ponca City Qualifier, MRA, Milan Cycle City, Day Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Missouri Dirt Riders. Info: 417/537-8406.

* NEW YORK MOTOCROSS - Loretta Lynn's Area Qualifier, Frozen Ocean MX Park, AMA/CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* OHIO HARE SCRAMBLES - CRA/Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* OHIO MOTOCROSS - AMA/Vinton MX Park, McArthur. Info: 740/756-1267.

PENNSYLVANIA CHARITY RIDE - 11th annual Ride For Life, The York Harley-Davidson Plant, Eden Road, York. Info: 610/391-1977.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills, District 6, Championship Series Event, Clifford. Info: 717/222-9290.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburg Road, Hardeeville. Info: 912/748-6304.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, Mosier Valley USA, Arlington. Info: 214/351-9900.

VIRGINIA HARE SCRAMBLES - Virginia State Championship, Blue Ridge Cycle Club, City Reservoir, Martinsville. Info: 540/632-5931.

* WASHINGTON MOTOCROSS - AMA/Gold Star, Washougal MX Park, Washougal. Info: 541/673-1671.

Fri, May 8

* CALIFORNIA SPEEDWAY - Fast Fridays, Night Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

May 9-10

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Hollister. Info: 209/673-8080.

CALIFORNIA SCRAMBLES - Dual European Scrambles, Badgers MC, Red Mountain, Ridgecrest. Info: 805/242-2712.

Sat, May 9

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* OHIO MOTOCROSS - MRA, Delta Raceway, Night Race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SUPERCROSS - AMA/Action Sports, Action Sports Center, Nelsonville. Info: 740/594-6686.

OHIO RUN TO THE WALL - Abate of Ohio Inc., Run To The Wall and Bike Blessing, Stafford Park, Maple Heights. Info: 216/425-7830 or 330/628-4575.

* OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350.

* UTAH HARE AND HOUND - Buzzards MC, Cherry Creek Area, Jericho. Info: 801/569-1998.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floy County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, May 10

* CALIFORNIA MOTOCROSS - CMC, Spring Classic, Argyll Park, Dixon. Info: 707/678-3592 or Http://www.jps.net/motox/argyll.htm.

COLORADO MOTOCROSS - RMXA, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723.

KENTUCKY MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, London. Info: 423/323-5497.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

OHIO MOTOCROSS - Sunset Ramblers MC Club of Galion, Galion. Info: 419/562-6931.

* OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971.

* OHIO HARE SCRAMBLES - Action Sports Promotions, AMA, Action Sports Center, Nelsonville. Info: 740/594-6686.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, 290 Motocross Park, Waller. Info: 214/351-9900.

Fri, May 15

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

May 16-17

COLORADO MOTOCROSS - AMA/District 25, Loretta Lynn's Qualifier, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

Sat, May 16

CALIFORNIA VINTAGE CYCLE RALLY - 30th anniversary Vintage Cycle Rally, Hanford. Info: 805/733-1137.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga, Binghamton. Info: 717/849-4438.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - MRA, Delta Raceway, Night Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA/Competition Riders of America, Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

Sun, May 17

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

ILLINOIS HARE SCRAMBLES - AMA/Little Egypt Off-Road MC, Trail of Tears Lodge and Sports Resort, Jonesboro. Info: 618/252-2062.

CALIFORNIA DUAL SPORT - Chaparrals MC, Jawbone Canyon/Piute Mountains Start/Finish, Jawbone Store, near Mojave. Info: 562/804-4071.

KENTUCKY MOTOCROSS - AMA, Thorobred Series, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga, Rnd 2 of the Thor/Parts Unlimited NE Motocross Series, Binghamton. Info: 717/849-4438.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Forest City. Info: 423/323-5497.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge, Rnd 5, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburg Road. Hardeeville. Info: 912/748-6304.

SOUTH DAKOTA MOTOCROSS - SD/IAMA, Yankton. Info: 605/665-3512.

Fri, May 22

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

* MICHIGAN MOTOCROSS - NMA Ponca City Qualifier, MRA Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600.

May 22-25

ILLINOIS RICKY GRAHAM MILE - Pistol Racing, The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

May 23-24

COLORADO MOTOCROSS - RMXA, Watkins Sports Riders, Watkins. Info: 719/473-6723.

* WASHINGTON MOTOCROSS - AMA/ Loretta Lynn's Regional, Washougal MX Park, Washougal. Info: 541/673-1671.

May 23-25

ARKANSAS TRAIL RIDE - Oklahoma Dirt Riders, Campout/Trail Ride, Cass. Info: 405/769-3328 or 405/793-1547.

Sat, May 23

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* OHIO MOTOCROSS - NMA Ponca City Qualifier, MRA, Delta Raceway, Night Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, PJ1 Night. Info: 330/262-4945.

SOUTH DAKOTA MOTOCROSS - SD/IAMA, 6th annual Bud Money Race, Yankton. Info: 605/665-3512.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

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Racing on the Tube — March Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

3/31/98	12:00 AM	New Orleans, LA Supercross (R)	ESPN2	4/13/98	5:30 AM	MotoWorld (R)	ESPN2
3/31/98	2:00 AM	MW2 Rev It Up (R)	ESPN2	4/14/98	7:00 PM	Bike Week	Speed
3/31/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed	4/14/98	9:00 PM	FIM World Superbike-Donington Park	Speed
3/31/98	8:00 PM	Salt Lake City Arenacross	Speed	4/14/98	8:00 PM	Formula USA MCTV-Willow Springs	Speed
4/1/98	7:00 PM	Salt Lake City Arenacross	Fox	4/14/98	8:30 PM	Formula USA MCTV-Willow Springs	Speed
4/2/98	6:30 PM	MotoWorld	ESPN2	4/16/98	6:30 PM	MotoWorld	ESPN2
4/3/98	6:30 PM	MW2 Rev It Up	ESPN2	4/17/98	3:30 AM	St. Louis, MO Supercross (R)	ESPN2
4/4/98	4:00 PM	Minneapolis, MN Supercross	ESPN2	4/17/98	7:30 PM	Pontiac, MI Supercross	ESPN2
4/4/98	6:00 AM	MotoWorld (R)	ESPN2	4/18/98	4:30 PM	MotoWorld (R)	ESPN2
4/4/98	6:00 PM	MotoWorld (R)	ESPN2	4/19/98	5:00 PM	AMA Superbike-Laguna Seca (Live)	Speed
4/5/98	5:00 PM	FIM World GP 500-Japan	Fox	4/19/98	2:00 PM	FIM World GP 500-Malaysia	Speed
4/6/98	12:30 AM	MW2 Rev It Up (R)	ESPN2	4/19/98	5:00 PM	AMA 600 Supersport-Laguna Seca	Fox
4/6/98	4:30 AM	MotoWorld (R)	ESPN2	4/20/98	3:30 AM	MotoWorld (R)	ESPN2
4/7/98	7:00 PM	Bike Week	Speed	4/21/98	6:30 PM	MW2 Rev It Up	ESPN2
4/7/98	2:00 PM	FIM World GP 500-Japan	Speed	4/21/98	8:00 PM	AMA Formula Extreme-Laguna Seca	Speed
4/8/98	3:00 PM	Minneapolis, MN Supercross (R)	ESPN2	4/21/98	7:00 PM	Bike Week	Speed
4/9/98	6:30 PM	MotoWorld	ESPN2	4/21/98	10:00 PM	FIM World GP 250-Japan	Speed
4/10/98	7:30 PM	St. Louis, MO Supercross	ESPN2	4/23/98	6:30 PM	MotoWorld	ESPN2
4/11/98	1:00 PM	St. Louis, MO Supercross (R)	ESPN2	4/24/98	9:00 PM	AMA 750cc Supersport-Laguna Seca	Speed
4/11/98	6:00 AM	MotoWorld (R)	ESPN2	4/24/98	10:00 PM	FIM World GP 125-Japan	Speed
4/12/98	12:30 AM	St. Louis, MO Supercross (R)	ESPN2	4/25/98	6:00 PM	AMA Superbike-Laguna Seca	Fox
4/12/98	10:00 AM	MotoWorld (R)	ESPN2	4/26/98	1:00 AM	MotoWorld (R)	ESPN2
4/12/98	5:00 PM	FIM World Superbike-Donington Park	Fox	4/26/98	5:00 PM	AMA Superbike-Willow Springs (Live)	Speed

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company .*

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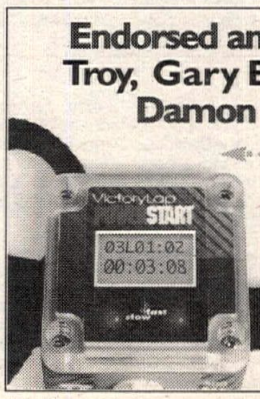

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Bert's Motorcycle Mall is looking for an aggressive, retail oriented, Parts and Accessory Manager to run a large department. Must have computer background, preferably Lightspeed, product knowledge of most Japanese brands, and be able to manage people. If you feel that you are qualified, or would like to be trained into a management position, please contact Ron Seidner, the owner, immediately at (626)334-1288 or E-mail him at Turbobert@aol.com. Salary, insurance, 401k, and other benefits available. CA.

Service Technicians $40k+++
Denver, CO - Get paid what you're worth, plus great benefits! We need full time experienced career minded powersport technicians for high volume multi-location service departments. If you know how to work hard and play hard, we want you. We are expanding with many great opportunities. Call Mike at Excel Motorcycles and Watercraft, Denver. (800)65-EXCEL, x3. CO.

Sales Person Needed
Do you eat, breathe and live M/C, PWC, ATV's? Then come and feast with us at a 20 yr. plus powerhouse dealership. Biggest sellers, highest grosses, hands on training. Whittier Fun Center (562)945-3494 ext. 14. CA.

Sales Manager
Enthusiastic and motivated individual needed to lead our team into the next century. Call Tim Rice at Rice Honda Sea-Doo (626)917-7423. CA.

Service Tech
Established Suzuki dealership needs experienced, career minded mechanic now. 5 day work week, benefits. (310)306-8595. CA.

Sales Reps Wanted
Exciting new clothing and accessory line from the creators of "Crusty Demons of Dirt" video series. Fax resumes, Attn: Bubba (714)650-2142. CA.

Technician*Parts*Counter*Salesman
Experience needed for immediate, permanent, full time positions. Costa Mesa location in Sunny Southern California. Long established motorcycle dealership, 700 units, yearly sales and growing. Top pay for the right person! Call Vic confidentially at (714)646-2428 and/or Fax your resume to (714)645-3251. CA.

Sunny Las Vegas
Experience only Service Tech needed. Large Yamaha, Polaris dealership needs full time Tech. Work year round. Call for more info. (702)221-9762, ask for John. NV.

Assistant Sales Mgr./Mgr. Trainee
Experience pays - Our world class sales dept. is accepting applications for Asst. Sales Mgr., Sales Mgr. Trainee. If you're a sales person looking to move up, there's no better place to be than....Whittier Fun Center (562)945-3494 ext 14. CA.

Service Manager / Technician
Experienced leader needed for busy Southern California insurance repair facility. Clean shop, full medical benefits. Hourly plus commission. Relaxed atmosphere. No weekend hours. (714)557-2558. CA.

H-D Technicians
F&S in Dayton, OH requires Technicians for our full service Harley-Davidson service department. Nations best parts support, top pay, paid benefits, air conditioned shop, top working conditions. Call Brian at (800)783-2222. OH.

Service Technician
For large multi line dealership in Reno, Nevada. Full time employement. Experienced required. Call Pam (702)825-8680 or Fax (702)825-8666. NV.

Harley Parts Person Wanted
Genuine and aftermarket H-D parts experience a must. Need organized, highly motivated team player. Excellent attitude, enthusiasm, communication skills necessary. Computer skills a plus. Full or Part Time position available. Apply, Fax (814)266-9300. Zepka H-D, Johnstown, PA. (814)262-7777. PA.

Warm And Friendly Atlanta
Great opportunities at Georgia's largest dealer. Street, dirt and water. All major franchises. Great pay for experienced technicians and eager trainees. Call now (770)425-4000, ext. 238 - ask for Dave Martinez. GA.

Service Technicians
High volume Honda dealer one hour outside of Washington D.C. in the beautiful Shenandoah Mountains. Looking for Technicians of all levels. Good benefits, great riding. Pay based upon experience. Relocation reimbursement available. Call (800)276-2036, ask for John or Jack. VA.

Service Technician
Multi-line dealership seeking experienced motorcycle / watercraft technician. Located in Madison, WI. Benefit package. Contact Bob or Frank (608)249-0240. Mail resume to Young America, 5110 High Crossing Blvd., Madison, WI 53718-6388. WI.

Motorcycle / Sea-Doo Sales
Large 5-line dealer has openings for quality sales pro's. Benefits, 401k. Join our team. Ask for Paul or Mark (213)466-7191. CA.

Service Writer
Must have Harley-Davidson background with good customer skills. Ask for Dan - St. Paul Harley-Davidson, 2899 Hudson Road, St. Paul, MN 55128. (612)738-2168. MN.

Service Manager
Large mid-west multi-line dealership looking for a professional upbeat Service Manager. Must have excellent communication skills and extensive knowledge of the service industry. Please send resume and salary requirements to: Division B, P.O. Box 5084, Costa Mesa, CA 92628-5084. CA.

Tech-S Florida $2,000 Sign-On Bonus!!
Large multi-line dealership in need of experienced Technicians. Outstanding compensation for truely talented (both quality and speed) individuals. Contact Bill Tuers at (305)654-8874 or Fax resume (305)654-0558. FL.

Parts & Accessories Manager
Honda of Milpitas is looking for a top performing experienced Parts and Accessories Manager for our busy parts department. Previous Honda experience preferred, computer experience (Lightspeed, Web Page and E-mail) a plus. Team player, great attitude, good customer service skills and good people management skills very important. Relocation expenses available for the right applicant. Full time year round position. Salary based on experience, but will include basic + commission and benefits. Fax resume to Andy at (408)263-2915 or call (800)734-2639. CA.

LARGE MULTI-LINE (Honda / Kawasaki / Suzuki / Arctic Cat / Polaris) DEALERSHIP In beautiful central Vermont is looking for an experienced Technician. Located in the heart of ski country with a low cost of living. Excellent pay and benefits. Call Eric or Hal (800)639-1664 or (802)773-4533. VT.

Brown Motor Works * BMW
Looking for enthusiastic, organized Sales Representative and Service Office Assistant (women encouraged to apply). If you are looking for a career with a solid company with plans for major growth, then call for information (909)629-2132. Send resume to: 885 W. Mission Blvd., Pomona, CA 91766. CA.

Tired of Making No Money?
Come join our professional sales team with the best training in the industry. We have more customers than sales people. If you are wondering how Bert's Motorcycle Mall is getting all of these deals, please come in and check us out for yourself. Contact Ron Seidner, the owner, at (626)334-1288 or E-mail him at Turbobert@aol.com. CA.

Parts Person
Looking for qualified Parts Counter Person - Full Time. Upscale Honda Suzuki HRC dealership wants dependable hard working employee who is a team player. Medical benefits included. Call (805)371-3000, Ask for K4, or Fax (805)379-1882. CA.

Technicians - Temecula Area
Motorcycle / ATV / Watercraft - Full time, all levels, multi-lines. Send resume to Markovich Motorsports, 1222 Magnolia Ave., #105-227, Corona, CA 91719 / Fax (909)737-6691. CA.

Service Technician / Sales Person
Multi-line dealership has immediate openings for experienced Service Technicians and a Sales Person to join our team at All American - Santa Cruz. Call Pete at (408)476-8100 or Fax resume to (408)479-1738. All inquiries confidential. CA.

Mail Order Sales Person
Need experienced sales person who knows MX parts and gear very well A.S.A.P.!! Excellent potential for growth and income. Good customer relation skills a must. Please Fax resume to (818)908-0585 or Call Mo at (818)908-1140. Westwood Int'l., Van Nuys, CA.

High Volume Dealership in Sunny, FL
Needs aggressive, enthusiastic people for all departments - Sales, Service, and Parts. Generous commission, full benefits, great work environment. Mail or fax resume to Lee: Fax (813)246-4670 - 9820 Adamo Dr., Tampa, FL 33619. (813)628-9418. FL.

Service Technician
North Houston Large Yamaha / Suzuki / Polaris dealership seeking experienced motorcycle, watercraft, ATV Technician. Minimum 3 years dealership experience. Fax resume to: (281)446-6566 or Mail to: 17802 Highway 59 North, Humble, TX 77396. TX.

Harley-Davidson Mechanic
P.H.D. certified - M.M.I., A.M.I. trained. Three years experience minimum. Top pay based on ability, performance. Experience a plus. Desire to be a top technician and good attitude a must. Benefits. Long term security. Ask for Dan - St. Paul Harley-Davidson, 2899 Hudson Road, St. Paul, MN 55128. (612)738-2168. MN.

2 Positions Open
Parts Person: Computer experinece a plus. Service Technician: For the repair and maintenance of PWC and Motorcycle (Harley-Davidson experience preferred). Appearance and a good attitude a must. Full benefits. Live in a beautiful desert resort less than one mile from the lake. Please call Tony or Walt (520)855-5019. Lake Havasu, AZ.

Hi Performance Order Desk
Performance Parts manufacturer looking for person with at least basic engine parts knowledge. Honest, neat appearance. Not just a job, but an entry level opportunity in the racing business. Located in San Fernando Valley, Calif. Send resume to: Personnel, Box 6998, Burbank, CA 91510. CA.

Service Manager
Progressive Yamaha, Sea-Doo, Polaris dealership needs Service Manager. Experience in all brands preferred. Good communication, customer relation skills. Good working condition and pay structure. Dallas, Texas metro area. (972)231-4833. TX.

H-D Mechanics And Technicians
Looking for future advancement. Call Ken McCoy (800)236-1729. McCoy's H-D US41, Green Bay, WI, 54303.

Motorcycle Tech
West Coast Central Florida expanding dealership is seeking top mechanic for all top brands. $30,000 plus guaranteed. Self starter with tools. Fax resume to: (813)978-0062. FL.

BUSINESS OPPORTUNITIES

Franchised Motorcycle Dealers
25 years in business - Kawasaki, Suzuki, Polaris, Jet-Ski working partner with capital. Central Jersey area, 40M in sales. Call (609)466-9376 (2 Locations). NJ.

R&D Building For Sale
4,000 sq. ft. warehouse with 4 offices (approximately 1,000 sq. ft.) for sale in the Long Beach / Signal Hill area. 2 restrooms, 2 loading docks with 12 ft. doors, corner lot with alley, available now and eager to sell. Call Dennis Ingram at (310)538-9620. CA.

Office Building For Sale
7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

LET THE GOVERNMENT FINANCE Your Cycle-Related Small Business. Grants/loans to $800,000. Free recorded message: (707)448-0270. (KB7). CA.

24 Acre MX Track Gas Mart
R.V. Park, 4,000 sq. ft. retail home. $950,000. (970)533-9753. CO.

COLLECTORS

Honda Monkey Bike
1967 Z50m, VG cond. This is not a Mini-Trail. $2,800. Mark (218)937-5166. MN.

1973 YAMAHA TZ350 - Running magnesium wheels, Lockheed brakes, extra cylinders. $2,500. (516)767-7533. NY.

3 AJS 250 STORMERS - $1,300 For All. (906)446-3741. MI.

'73 247 COTA - $495. '78 350 TRIALS 6-Speed - $695. '67 360AT Husky Army - $995. '85 500MX Husky - $695. CZ380 Sidepipe - $795. Want Motobecane Mobylette parts or complete. Several working moto-plats - $100 ea. Want '69 Penton exhaust pipe. (541)688-6395. 5-9-pm. OR.

'74 YAMAHA 360MX - Excellent original condition. $800. (916)889-1821. CA.

Early 70's MX Collector Quality Bikes
'74 YZ250, '74 Rickman 250VR, '74 Montesa VR, '73 125 Elsinore, '74 Puch 125, '74 Husky 250 Mag, '73 Bul 125 Pursang, and more! All living room quality, as new. Serious inquiries only. (510)933-8094. CA.

Wanted: NOS '73-'90 CR125 Honda Parts
Also, all Mugen parts. Plastics, cylinders, gas tanks, Ohlins shocks, etc. (909)590-0821. CA.

AHRMA National Vintage MX
At Perris, CA - April 5th. Pre '75 Only. Come out and see the old bikes on California's oldest track. For info., call (909)929-6772. CA.

Rare Find 1974 Alouette
AX125 - 103 mi., stored 24 yrs. Museum quality. $2,500. (816)478-0331. MO.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.

BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

BSA Rocket Three Wanted
Cafe Racer, Special, or maybe a race bike, wanted. (510)595-1958. CA.

Wanted: CR125's '73 thru '87
Clean, original bikes - resaonable price. Also, 1980 CR250 original condition to trade or will sell for $750. Scott (909)590-0821 evenings, (909)590-9192 days. CA.

Wanted: Parts For '72 Yamaha DS7
Speedo, tach, right side cover, etc. (313)763-8579. MI.

Rare 1966 Honda S600
Completely original condition, including original dual chain drive. No damage or failed mechanicals. Shows as if brand new. Serious inquiries only. (714)643-3913. CA.

'72 Husky 400 & '92 FZR 600
Husky - excellent cond., $600 firm. FZR - Vance & Hines Replica #73, $4,500 firm (26k miles). (909)243-1261. CA.

'71 Husky 360C 8-Speed
Showroom condition, low original miles. $1,800 / obo. (818)715-6444 days / (818)716-7928 eves. CA.

SUZUKI 1974 GT550. Like new, parting out everything. (703)742-9227. VA.

Triumph T100C - 1970
Very nice, original condition, tank repaint in original color, original exhaust. Runs excellent. $2,500. (734)397-2267. MI.

VINTAGE 750 RED LINE Triumph, ARD, Barnes, Ceriani, Grimeca, fresh motor. $5,500. (319)246-2333 after 5pm. IA.

VINTAGE MXers - AJS TO ZUNDAPP!! Euro street bikes. (760)727-6137. CA.

VINTAGE RACERS; 4-Shoe drum, Borrani rims, Marzocchi forks, gauges - $1,000. Same, but dual discs - $1,000. Suzuki 4-shoe brake - $275. (212)228-8167. NY.

GENERAL MERCHANDISE

Honda CB1100F
100% stock, like new cond., low miles, rare, ready to ride, adult owned. $3,750. Can arrange transp. Bob (714)642-0164. CA.

1990 Ducati 851
13k miles, Fox shock, very clean - $6,999 (No Resonable Offer Refused). 1997 Honda CBR400RR: 1k miles, as new - $6,999. VFR and RVF 400's Incoming. Other exotics available. Mototek Imports Limited (512)451-3960. TX.

Dirt Track Sale
1974 Harley XR750 Lawwill - $11,500 / obo. Knight Rotax - $6,500 / obo. Wheels, Works Shocks, Ceriani forks, adj. clamps - $1,000. Harley XR750, orig. tank, Rotax, head - $450. Head pipes wanted, Boss frame! (815)496-2516. IL.

1976 RM-125 ORIGINAL UNRESTORED, Exc. - $950. Ohlins shock 1982 Maico - $190. Stock shock 1982 Maico - $90. (610)966-2458. PA.

1988 NSR250 LOWER ENDS, Plus Electrics. (440)356-1202. OH.

ATK Dual Sport
1989 604ES, electric start, street lic., ICO, auto, cal, complete rebuilded motor, flowed head, big valves, big bore kit. '95 Suzuki rear brake, extra parts. $2,500. (909)734-7136. CA.

1989 YAMAHA TZ250 PARTS BIKE. (440)356-1202. OH.

1990-96 NSR, YSR, TZM 50/80 Race or Street. Cycle Imports (305)597-4440 / (305)277-5097. Also, Aprilia RS 250's - New '97 $7,500. FL. www.cycleimports.com

1991 CBR 600 F2 CLEAN FRAME CAR KIT. (626)798-1986. CA.

1991 HONDA RS250 FAIRING MOLD - $300. (604)325-2775. BC.

1992 ATK 604ES/DS STREET LEGAL, Extras. $3,000. (601)393-2877. TN.

1993 DUCATI SUPERLIGHT. Slavishly cared since new. Perfect stock condition with top shelve mods: J&E pistons, V-2 cams, 7-angle Nichols / Barnett, Kevlar, black chrome factory race pipes. Licensed: WAYLITE, Serial #916. $10,600. Ed (408)662-3255. CA.

1993 TZ250 - Fast motor, clean, straight, low hours. Must sell soon. $6,250. (318)856-8141. LA.

ATK 604 Dual Sport
1994 Better than new, low miles. New Up-tite exhaust, elec. start, skid plate, ProTapers, 1995 chain guide and tank decals. Is street licensed. $4,300. (909)798-2816. CA.

1994 YAMAHA FZR1000. Kerker, Factory, K&N, Kevlar, Smoke Shield, Corbin, Heli, Custom Dark Green Paint, Hand Lettering, Gold Wheels, Never Down, Beautiful Condition, Adult Owned. $6,400. Ed (408)662-3255. CA.

2 Ducati 996SPS
1998, still in crate. Free delivery. (800)481-8882. WI.

1988 BMW R100GS
19k miles, new battery and rear tire, Ohlins! Excellent shape. $3,400. (805)489-3464. CA.

Wheels
1997 CR250 wheels, Talon hubs, Exel rims, braking rotors, Renthal sprocket - $800 / obo. 1989 KX250 front wheel, complete with rotor - $1,250 / obo. (818)248-1050. CA.

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1996 900RR radiator, sub-frame, peg assemblies, swingarm, wheels, rotors. '95-'96 F3 gas tanks, pur/blk/yl, red/white, gauges, brakes, electrical for both. (214)349-9577. TX.

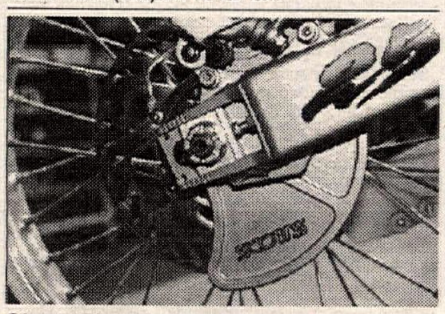
'97 KTM Adventure
620cc, LC4 motor, 7.5 gallon tank, digital speedo and Road book. Of of 10 in U.S.A. Serious inquiries only. Perfect as new condition. $6,800 / obo. Must sell, shipping or delivery available. (973)398-8953. NJ.

20 NEW 1997 APRILIA RS250 With Titles. $7,500 ea. or $6,500 3+. Cycle Imports (305)597-4440 / (305)277-5097. FL. www.cycleimports.com

ZX-11 Oil Pan Bypass
$200 exchange. (813)868-7352. FL.

250 DIRT TRACKER HONDA CHAMPION 1980. Reeds ignition, Jimco pipe, extras, runs great. $1,600. (850)769-3705. FL.

1995 YZ250 Parts
3 sets plastic, pipes, sub frame, shock and lots more. Allen (760)944-1348. CA.



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'96 CR125R / '97 KX250
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'90 Yamaha TZR250 Motor Kit
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Two-Strokes Yamaha RD's RZ's
350's - 400's 1974-1985 bike parts sold, traded, bought. Want clean body work and performance parts - especially D-6 heads, swingarms, Toomey chambers wanted. (914)776-0340. NY.

* '98 KTM SXR Pro Jr. *
4-Pedal cylinder, Mikuni Paioli shock. AMA approved stock 4-6. Class in box. Screamin Deal. Toll-Free (888)403-0972. (901)854-5144. TN.

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460 Auto, captain seats, bunk beds, water tanks, work bench, generator, 11x7 cargo area, much more! $7,200. Will deliver anywhere. Call weekends. (785)625-3784. KS.

FZR460 Super Bike Toad
460cc engine, total loss ignition, race kit harness, beasely, damper, 7/10 scale, street spares. Kelly, anytime, (920)366-2277. WI.

Knight Honda
500cc Megacycle, 40mm Dellorto, flowed head, AFAM, Works, new Jemco pipe, and Kosman rear. Clean, fast, proven winner, race ready. Can ship. $2,750 / obo. (805)438-4433. CA.

"Barnacle" Bill's Leathers
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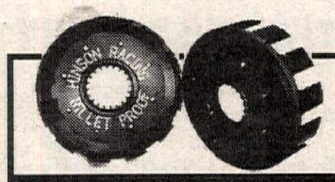

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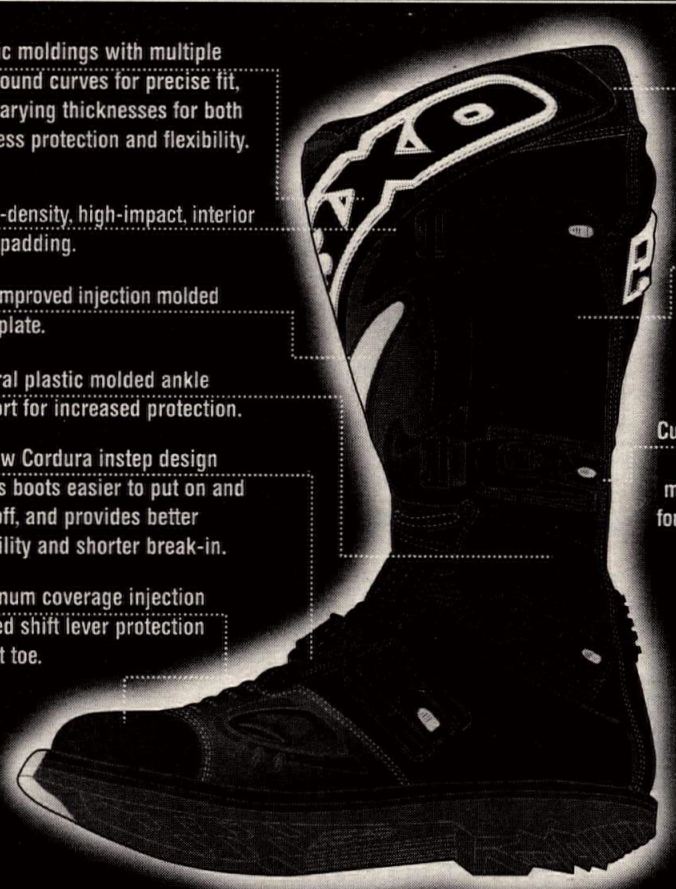

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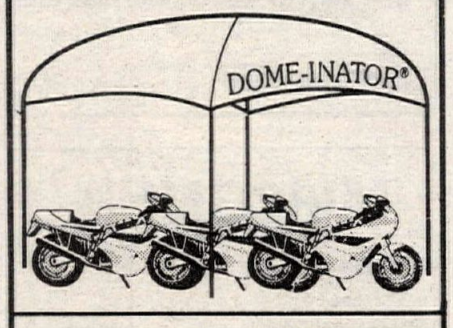

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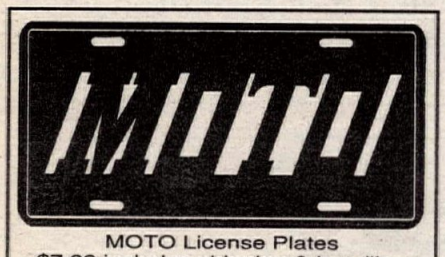

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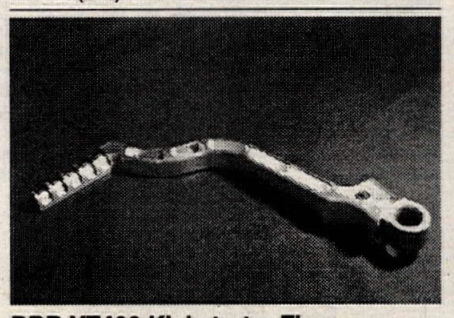

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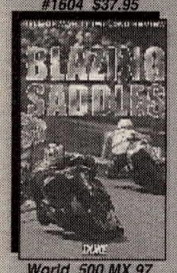

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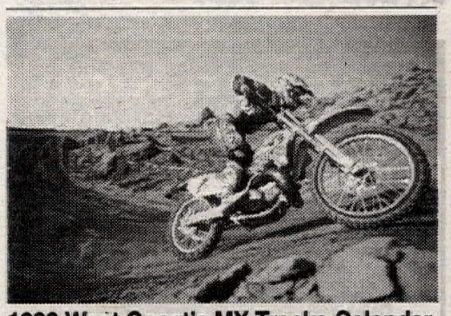

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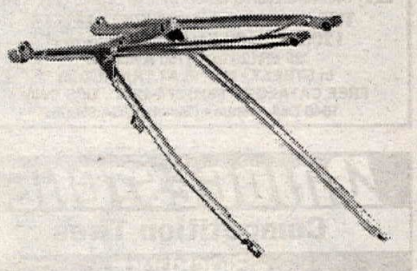

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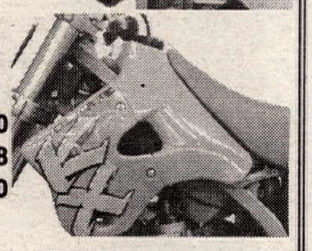

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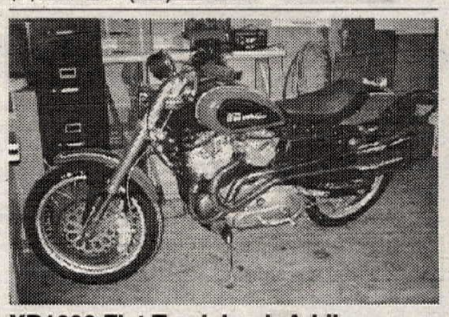

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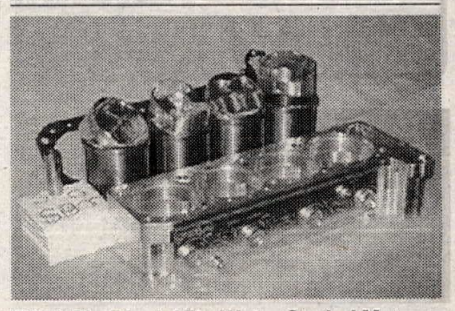

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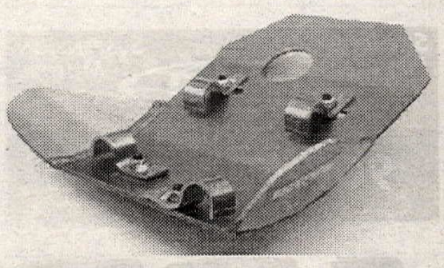

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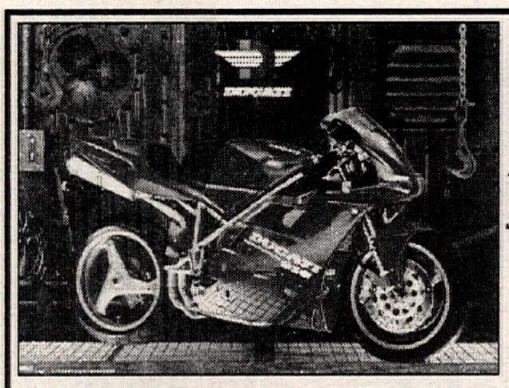

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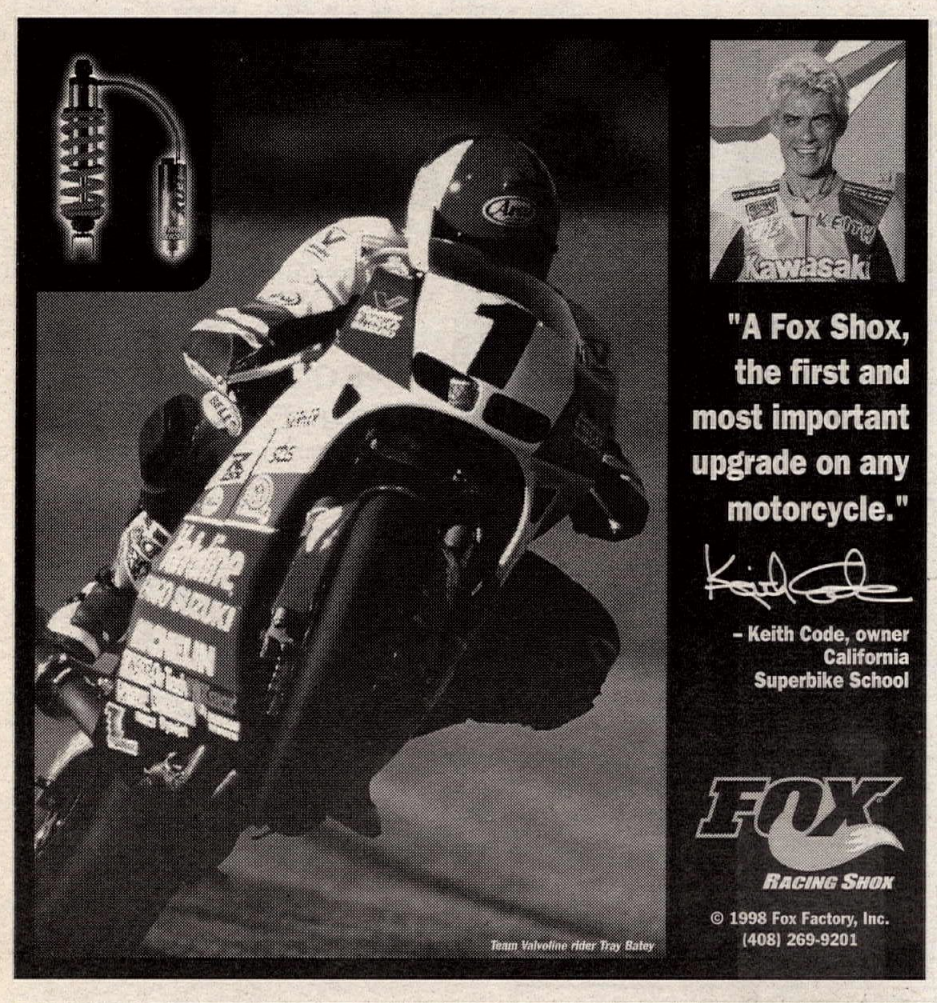

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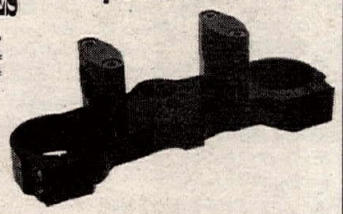

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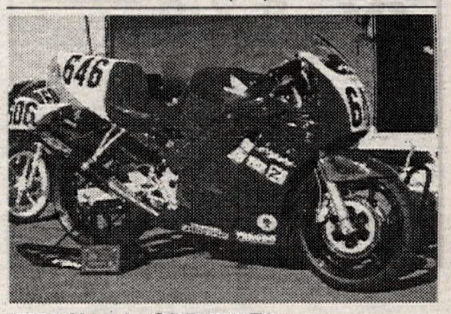

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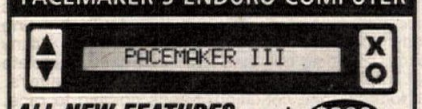

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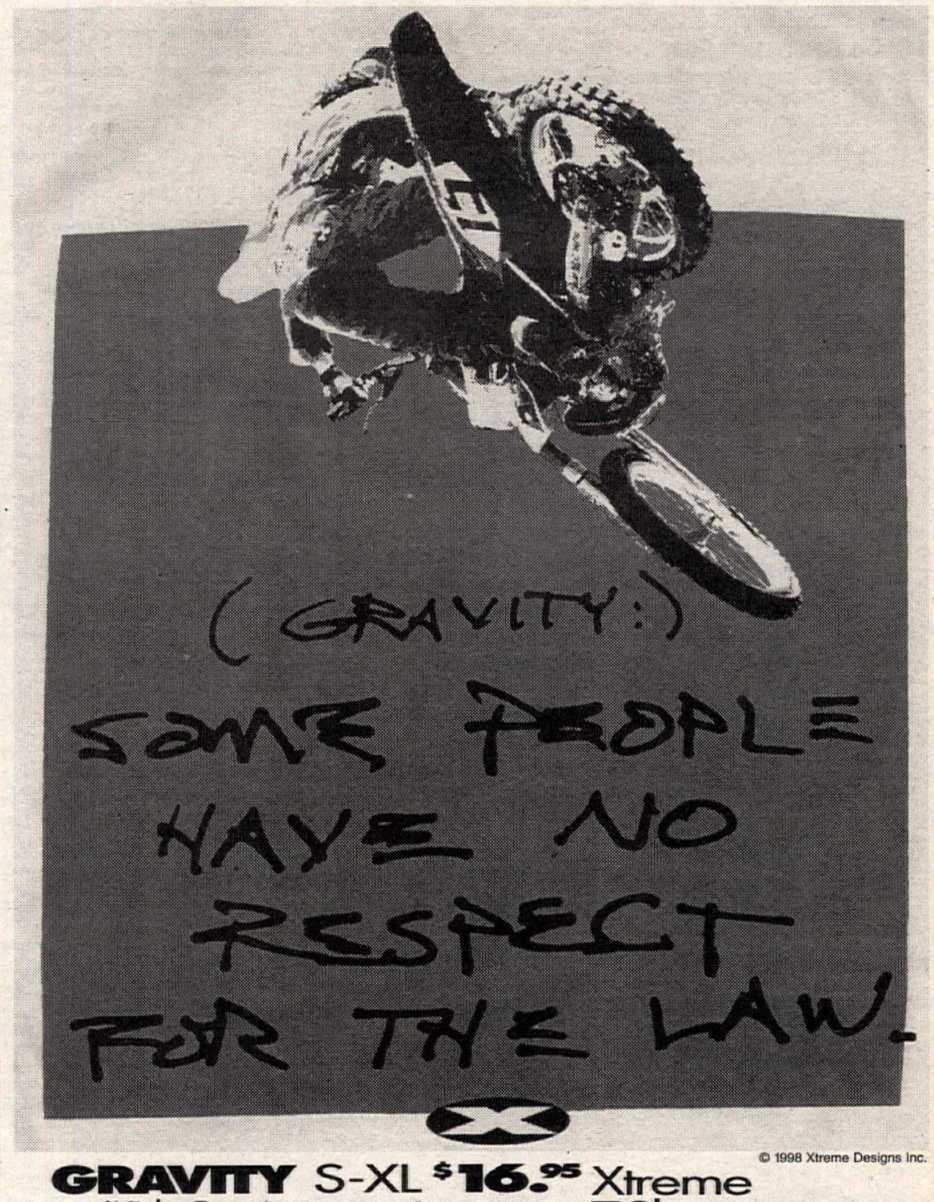

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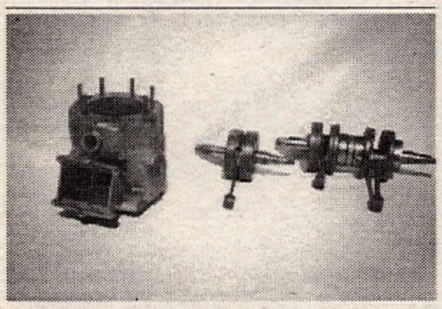

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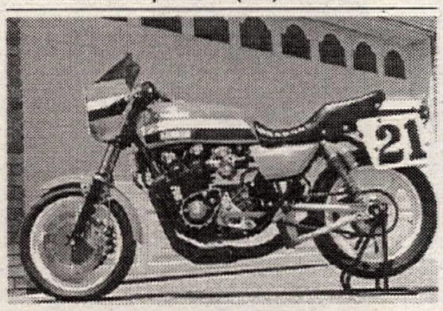

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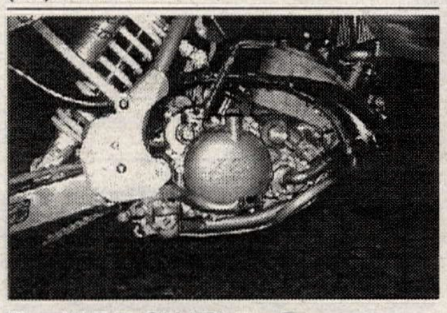

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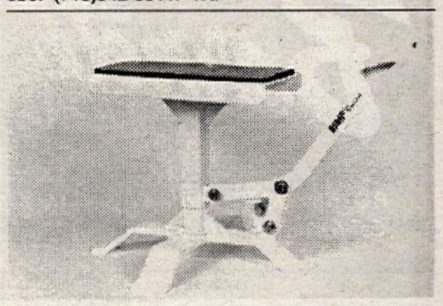

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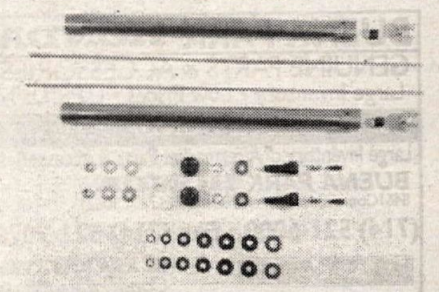

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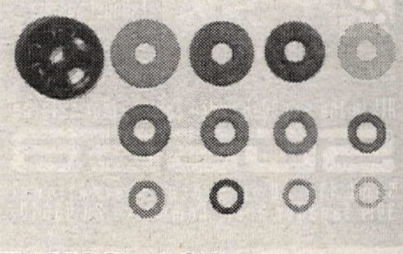

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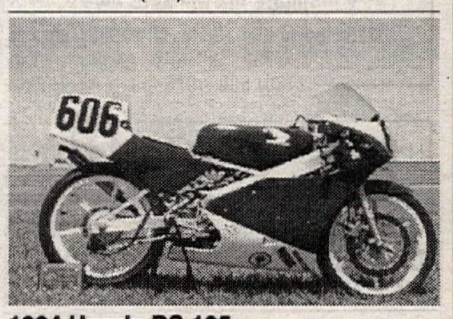

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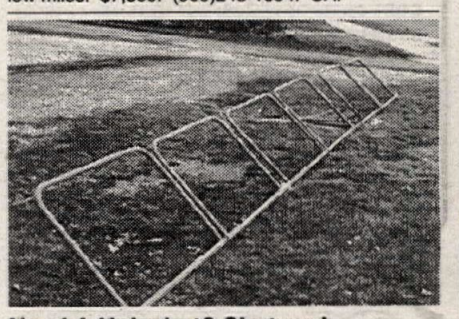

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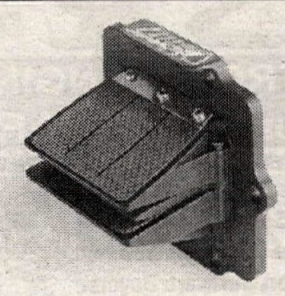

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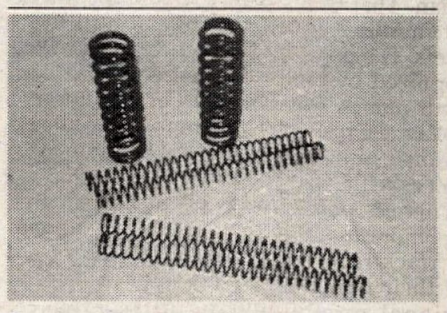

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IN THE TAPES

BY SCOTT ROUSSEAU

What is it about numbers, anyway? It's hard to argue against the fact that digits are part of the fabric that gives us our identity in modern society. We have driver's license numbers, social-security numbers, credit-card numbers, telephone numbers, numbered addresses, account numbers, PIN numbers, take-a-numbers... Stop me if you've had enough.

Pop artist Bob Seger once wrote a song about feeling like a number instead of man. That Seger, a model for intelligent men the world over - not! But I digress. The point is that we are so often recognized by our numbers more than by our names. Richard Petty is number 43, Wayne Gretzky is number 99, Reggie Jackson is number 44, God is number 7... Don't ask.

There is perhaps no place that this rings more true than in Grand National dirt track racing, where the top riders and their numbers are spoken as one. National number 67 Mike Hacker; National number 21 Will Davis; Nummberr 9, *Jayyyy Sprrringsteen*... Follow me?

So I'm sitting in a dirt track buddy's garage the other day, and while we're mulling over the paint he's applying on his new Rotax and what parts we're going to need to finish my project Yamaha TT540 that has been stewing for the past 16 months, we start talking about what this National number or that National number is doing. It just so happened that during the course of the conversation, I noticed an old flier from some forgotten National, the primary use of the parchment now being to clean paintbrushes or something like that. The photo on the flier was a golden oldie, featuring then Grand National Champion Gene Romero alongside Jim Rice and Dave Aldana.

"Pop quiz," I chortled to the other guys in the garage. "What makes this picture so odd and why?"

None of them really picked up on it, so I continued.

"Look at the numbers," I said. "Romero is number 1, yes, but Rice 2 and Aldana 3?" I concluded with a refresher on how Romero carried the number-one plate in 1971, and that was the year that the AMA decided to award dirt track numbers based upon the points standings. Romero won the championship, so he carried number 1. Rice and Aldana were next, followed by Dick Mann (4), Don Castro (5), Mert Lawwill (6), Mark Brelsford (7), Chuck Palmgren (8), Tommy Rockwood (9), Gary Nixon (10) and on down the line. It turned out to be wildly unpopular, as fans howled that the system made rider recognition confusing, and the riders themselves complained that they had carried the same number for so many years that it was part of their identity. So, for 1972 the system reverted back. Mann had won the title and got to wear the coveted number 1. Romero was back to 3, Bart Markel to 4, Mert took number 7, Nixon had number 9, and order was restored to this chaotic universe.

This benign exercise got me to thinking about the guys who carried some of the low numbers and how they got those numbers. So I started calling them for my own edification and things snowballed, and so here I am telling you about it.

For example, if you have ever watched the movie "On Any Sunday" (if you haven't, try stepping outside the cave), you know that Romero held number 3 *before* he ever won the championship. I found this interesting, because I came along in the era where everyone knows that the single-digit numbers are reserved for past Grand National Champions - it's the law. But a quick consultation with the person who would get my vote for "man that I wish was my grandpa if I hadn't had two of the coolest already" - Dick Mann - revealed that this wasn't always the case.

"They (low numbers) were just given out on an arbitrary basis by (AMA's) Jules Horky," Mann remembers. "There was no set system. Of course, it was a smaller organization then. It was Jules' personal choice, but he was careful about who he gave them to. I was number 64, but after Dick Klamfoth retired, Jules called me and asked me if I wanted a lower number. I told him no, not unless I could have a smaller number than Al Gunter (3). I was just joking, but Jules said, 'How about number 2?' I told him that was fine."

And that was the number that Dick Mann carried when he didn't carry the number 1, except in '71, when he was number 4. I believe that number 2 is the number that most people associate with Dick Mann, don't you?

Okay, so what about Romero, who so prominently carried the number 3?

"I don't recall the exact circumstances," Romero says. "I was 22Z my first year, and then I got National number 20. But I guess I was an up-and-coming rider, so they gave me number 3. I remember that I got the design from some hippy who lived on Mulholland Drive (in Los Angeles). The guy handed it to me on a paper bag."

Interestingly enough, Romero says he was one of the proponents of the 1971 numbering system.

"I pushed for that at an AMA board meeting in Las Vegas, because I thought it would be really simple, but I guess I was wrong," Romero says. "Looking back on it now, I do agree with it (the current system). My intentions were good, but I guess as far as everyone is concerned, Richard Petty is 43, Nixon is 9. I like being number 3."

Mark Brelsford, who rode the alloy Harley-Davidson XR engine to its first Grand National title in 1972, chose number 6 because, as he puts it, "There might have been only two at the time, number 6 and number 8. I chose 6 because it hadn't been used for a while."

Of course, in 1971, Brelsford was number 7, and Mert Lawwill was number 6, a number that the 1969 title winner remembers hating.

"That (6) was awful, because it was an awful year for me," Lawwill remembers. "That was the year that I crashed and got hurt real bad. It (6) was just a doom-and-gloom ride. The number 7 was just a number I was partial to; there were no particular heroes associated with it. But having 7 helped me, because it was just a fresh start for me."

Superstitious or no, Lawwill retired as number 7 in 1977, but thanks to "On Any Sunday," I'll always remember him more as number 1.

And that's the number that I most closely associate two other men with, one of them being Randy Goss. The quiet, two-time title winner ('80, '83) from Michigan told me that, like Brelsford, he chose number 6 because there just weren't that many single digits to choose from.

"I am more proud that I won the championship while I was number 13," said Goss, who started his Expert career as 30X. "So I ain't afraid of that number. In fact, when we got a truck chassis (Goss works for a NASCAR Super Truck team) with the number 13 on it, I'm pumped."

More superstition? Who knows? But some single digits do have historical implications, such as Scott Parker (my third number 1 of number 1s) and Jay Springsteen (9). Parker, who has held number 1 almost as many seasons as he held his former number 11, has a lock on number 2 - in those rare instances when he is not the champion - because Kenny Roberts carried 2.

"Roberts was the man in all the magazines that I was reading in school when I was coming up," Parker says. "In fact, he gave me one of his number plates with that number on it. If you look at mine, it's exactly the same style as his."

Three-time winner Springer ('76-78), who was formerly National number 65X and then 25, got his number from salty ol' Gary Nixon, who was formerly National number 63, then 9, then 1, then 10 (1971), then 9 again.

"I kept renewing my number for a long time because I was riding this one ice race where they were paying me every year," Nixon says. "After I quit, I didn't want some idiot to get it, so I told Springer that if he lost the championship, then he should take my number. We had already been good buddies for a long time."

"If he hadn't asked me to take it," Springer replies, "I probably would have taken number 4, because of Bart Markel."

Can you imagine that? Nummberr 4, *Jayyyy Sprrringsteen*. Sounds kind of funny.

Then again, some numbers don't necessarily have historical implications. Former champion and National number 20 Chris Carr ('92) chose number 4, and not because he was a Bart Markel fan.

"I have a lot of respect for Bart Markel," Carr says, "but I chose number 4 because I was 4Y as a Junior and 4Y as a Rookie Expert. I thought about number 6, because I liked Randy Goss, and 2, because of Roberts. Scotty beat me to that number."

I regret that I'll never get to ask Steve Eklund why he chose number 8, or Ricky G. why he took number 3, but with regard to Graham, Romero says that he doesn't think it was a case of hero worship.

"I would have been flattered if Ricky had asked me if he could use it," Romero says, "but he never did, and that's okay. His design was totally different, too. Ricky had a style all his own."

Interesting responses, all of them. But the man who gave me the best response to the question of what and why was none other than the most reclusive of all AMA Grand National Champions of the modern era, Gary Scott, who won the title in 1975. Scott just somehow seemed to tie it all together.

"After I was number 1, numbers 4, 5 and 8 were available," Scott says. "I seriously thought about talking to Bart Markel, just to be courteous, and ask about using number 4, but at the last minute I decided to take number 5. I'm not superstitious or into numerology or anything like that, but that number turned out to be a lucky number. It wasn't one of my favorites, and I was a little cautious about taking it, but I don't mind being associated with it now."

Scott then went on to explain, in a nutshell, what I think that the rest of the championship-winning riders that I talked to all feel in their hearts to this day.

"A lot of people just don't realize how much power that number-one plate holds," Scott says. "I have only one of my original number-one plates left. It's authentic - it came off of one of my race bikes. When I hold it, it has quite an effect on me. It's like you can almost feel the power and the aura from all the effort that you put in to win it, and feel what happened when you were on the bike. I almost threw it away once, but when I grabbed it, it felt awesome. I wouldn't give it up for anything."

Amen. CN

LOOKING BACK...

30 YEARS AGO...
APRIL 25, 1968

Chuck "Feets" Minert had his BSA tuned up and hummin' as he made the cover while displaying great form at the new Saddleback Motocross Park in Orange County... **Ron Nelson** (Mon) got up from a nasty-looking fall to win two of three 500cc Expert motos at the Santa Maria motocross... The 1968 **Yuma Prison Run** to Yuma, Arizona, drew nearly 1000 motorcyclists... In the desert, **Steve Kirk** (Tri) was the first Open Expert, but **Larry Bergquist** (Bul) took the overall win at the Lost Coyotes MC Hare Scrambles... **Mark Brelsford** (Bul) beat **Bob Grossi** for the 500cc Expert victory at the Salinas scrambles in Northern California.

20 YEARS AGO...
APRIL 12, 1978

Bob Hannah (Yam) won both nights of AMA Supercross Series action at the Pontiac Silverdome in Pontiac, Michigan, and closed to within three points of series leader **Marty Tripes** (Hon)... **Kenny Roberts** (Yam) won the 250cc race, but broke in the 500cc race during the opening round of the World Championship road race series in Venezuela. **Barry Sheene** (Suz) took the 500cc win... **Val Tamietti** (Mai), **Mike Bell** (Yam) and Ron Turner (Suz) were the 500, 250 and 125cc winners, respectively, at Saddleback's Saturday motocross races... **Donnie Cantaloupi** (Yam) won the 125 and 250cc classes at the Helvetia MX in Sacramento... **Torsten Hallman Racing** offered its "No Dive" front-brake anti-squat device. We haven't seen too many since.

10 YEARS AGO...
APRIL 6, 1988

Rick Johnson (Hon) swept both 250cc Pro motos and **Erik Kehoe** (Suz) put together 2-1 scores in the 125cc Pro class, as each rider took an overall victory at the Hangtown National MX, round two of the AMA/Bel-Ray 125/250cc MX Series... The Dans were dueling in the dez: **Dan Ashcraft** (Yam) beat **Dan Smith** (Hus) at the Searchlight, Nevada, round of the AMA National Hare & Hound Series... **Fred Eiker** (W-R) averaged 108.2 mph to win the La Carrera Classic III road race in Mexico... Sweden's **Erik Stenlund** (Jaw) claimed the win at the World Championship Ice Speedway Final in Eindhoven, Holland... **Terry Vance** (Suz) set a new elapsed-time record en route to winning the Pro Stock Bike class at the NHRA Gator-nationals in Gainesville, Florida.

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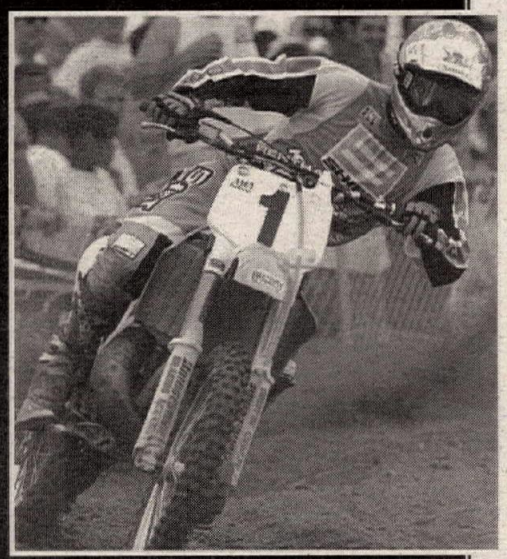
Racing season is in full swing as MotoWorld brings you all of the action in Supercross, Drag Racing, AMA Enduro, World Grand Prix Road Racing, Hare Scrambles, Trials, Hill Climbs, Ice Racing and profiles of the top riders. Plus, the premier off-road series in the United States, the Grand National Cross Country Series! Scott Summers and his Honda will defend the title against Suzuki's "Murderer's Row" that includes Steve Hatch, Paul Edmundson and Rodney Smith. Don't miss a moment of MotoWorld!



McGrath is back! Jeremy McGrath is leading the Supercross Series point standings and is on his way to winning another National Championship. Supermac has broken every record. What will happen next? His teammate, Jimmy Button, is close on his rear tire and Honda's Ezra Lusk is hungry to push Jeremy off the top of the podium. Surprise of the season, Larry Ward has won his second Supercross in eight years! Watch racing history as it happens on the AMA Supercross Series!

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4/3/98	6:30 PM	MW2 Rev It Up
4/4/98	4:00 PM	Minneapolis, MN Supercross
4/4/98	6:00 AM	MotoWorld (R)
4/4/98	6:00 PM	MotoWorld (R)
4/6/98	12:30 AM	MW2 Rev It Up (R)
4/6/98	4:30 AM	MotoWorld (R)
4/8/98	3:00 PM	Minneapolis, MN Supercross (R)
4/9/98	6:30 PM	MotoWorld
4/10/98	7:30 PM	St. Louis, MO Supercross
4/11/98	1:00 PM	St. Louis, MO Supercross (R)
4/11/98	6:00 AM	MotoWorld (R)
4/12/98	12:30 AM	St. Louis, MO Supercross (R)
4/12/98	10:00 AM	MotoWorld (R)
4/13/98	5:30 AM	MotoWorld (R)
4/16/98	6:30 PM	MotoWorld
4/17/98	3:30 AM	St. Louis, MO Supercross (R)
4/17/98	7:30 PM	Pontiac, MI Supercross
4/18/98	4:30 PM	MotoWorld (R)
4/20/98	3:30 AM	MotoWorld (R)
4/21/98	6:30 PM	MW2 Rev It Up
4/23/98	6:30 PM	MotoWorld
4/26/98	1:00 AM	MotoWorld (R)
4/27/98	5:30 AM	MW2 Rev It Up (R)
4/28/98	1:00 AM	Daytona Bike Week - NASB (R)
4/28/98	3:00 AM	MotoWorld (R)
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